RAILROAD

mag

OCTOBER, 1971/60¢

MAGAZINE

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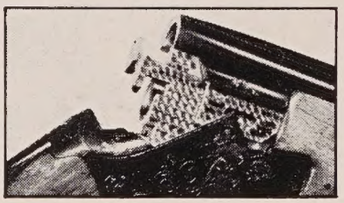

Model 101
engine turned breech
with chrome plated bores
and chambers.

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RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 89, No. 6 OCTOBER, 1971 60 CENTS

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JAMES EDMONSTON — Diesel Locomotives
ALBERT HERSKOVITS — Associate Editor
SY REICH — Technical Editor
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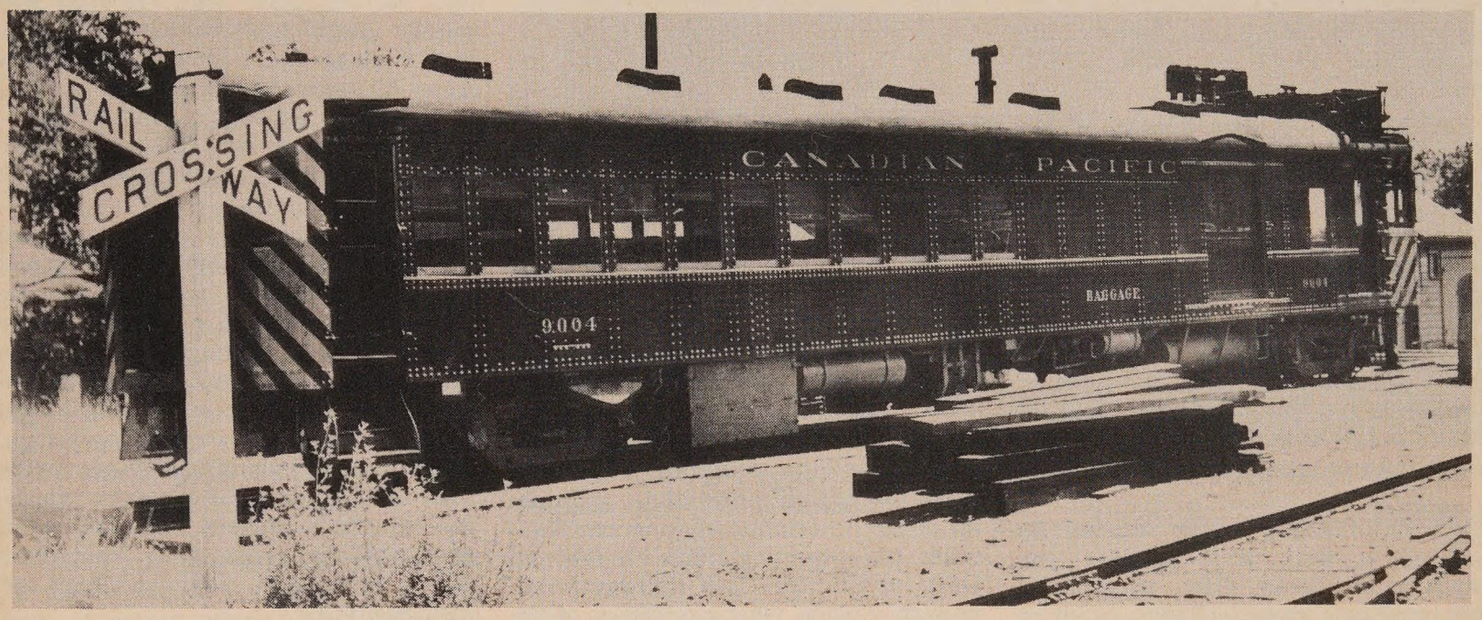

Canadian Pacific gas-electric motor car at Guelf., Ont., June 25, 1950.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

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HENRY STEEGER, *Publisher*
BILL BALGLEY, *Advertising Manager*
EARL UMPENHOUR, *Production Manager*
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ADVERTISING REPRESENTATIVE
The Bassinette Co., 271 Madison Ave., New York, N.Y. 10016
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THE MAIL CAR

where editors and readers meet

OUR COVER, based on the Georgetown Loop of the old South Park Line, was painted by Otto Kulher, 1403 Seville Rd., Santa Fe, N.M. 87501, who calls it "Railroad in the Sky." As an industrial designer, Kuhler played a considerable role in the streamlining of locomotives and trains. He also contributed much to this magazine over the years, wrote a great biography, *My Iron Journey*, and was featured as an *Interesting Railfan*. The original painting belongs to Dr. James Arnell, a distinguished surgeon who originated the Colorado Transportation Museum in Denver, where you can see some iron critters, from a Union Pacific "Big Boy' down to smaller locos. ●

NEWSWORTHY. After driving up to a dark level crossing one night at St. Justin, Que., an automobile mechanic named Claude Lefebvre found his convertible wedged between two boxcars of a Canadian National train and rode that way for 27 miles of terror before his auto dislodged itself as the train slowed down for a curve. Claude crawled out, with a broken nose and minor cuts. Next time he comes to a railroad crossing he'll "Stop, look, and listen."

Norfolk & Western has established a new job, director of environmental protection, and appointed Ralph S. Bryan, Jr., to that post to coordinate and expand the company's ecology efforts. He will be in touch with Federal, state, and local agencies on problems of air, water, and land pollution. We doubt if any railroad on earth had such a program years ago.

CP Rail is cleaning its fleet of mechanical refrigerator cars with a new semi-automated system located in the Cote St. Luc Yard in Montreal. This system is said to be the most advanced installation of its kind in North America. After being cleaned, the cars have hygienic conditions equal to those found in hospital operating rooms. To insure that the washing, disinfecting, and drying steps have been thorough, a bacteria test is made on the car interiors with Rodac (replicate organism detection and counting) pre-filled plates like those currently used in hospitals and first-class cafeterias.

Penn Central is acquiring by lease 567 new 70-ton boxcars equipped to haul manufactured products, thus bringing to 7,338 the number of new freight cars that PC has leased so far this year. Built by U.S. Railway Manufacturing Co., the equipment is being bought by its affiliate, U.S. Railway Leasing Co. Such leases are subject to approval by the Federal court supervising PC reorganization.

U.S. Transportation Dept. has awarded contracts to a California and a Texas company in connection with its program for developing the Tracked Air-Cushion Vehicle. The two firms will produce designs and mock-ups of a 60-passenger vehicle to be powered by an electric linear induction motor at speeds up to 150 mph. The mock-ups are to be delivered by next January. It is expected that one or more prototypes will soon be built for testing.

With nearly 95 percent of America's freight cars now equipped with Automatic Car Identification labels, researchers of the Association of American Railroads are inspecting labels on inbound trains of Chicago's Belt Railway to see how they work, what percentage of the labels are defective, and why. The Belt line was chosen because of the wide variety of rolling stock belonging to many owners and the traffic density.

Three official studies are under way in Washington, D.C., on the cost of possibly nationalizing the bankrupt Penn Central, conducted by the ICC, the U.S. Transportation Department, and the Senate Commerce Committee.

Rail labor is rejoicing over the failure of attempts to derail Ohio's full crew law requiring a fireman on freight train engines and switchers. This law has been in effect since 1902. The Ohio House upheld it by a tight vote of 48 to 44. More than $34 million was spent last year by railroads on the salaries of Ohio's 2,800 firemen.

Gov. Ronald Reagan has signed into law a bill to require virtually all railroads, bus firms, and airlines to provide separate seating for non-smoking passengers on runs starting in California. ●

BERT PENNYPACKER'S features on steam (March '71) and diesel (Sept. '71) switchers in the East evoked these comments from a retired Erie employe, E. Wayne Cook, 54 Sawyer St., Hornell, N.Y.:

The Erie's order of 25 Berkshire freight locos from Lima and 25 (with minor differences) from Alco arrived in 1927. Each had a large oblong tank with six-wheeled trucks, holding 16,500 gallons of water and 24 tons of coal. In the next two years 55 more Berkshires appeared, 35 from Baldwin, 20 from Lima, with slight variations from the previous lot. The 55 had larger oblong tanks, each holding 20,750 gallons of water and 28 tons of coal. Thereupon, the tender tanks on the first 50 Berkshires were replaced with similar larger tank tenders. The original 50 tanks were then placed on the older Mikados used in road service and other older and smaller, but excellent, road engines which had been modernized with mechanical stokers, water pumps, and heaters.

Many of the more aged locos had old but good Vanderbilt tanks. No new tanks were bought especially for the C-3 switchers, which had come to the Erie with tanks holding 16,500 gallons of water and 24 tons of coal. The old Vanderbilt tanks were modified and used on the 55 class C-3 switchers. Many older Vanderbilt tanks also were used with pile-drivers, steam cranes, and wrecking derricks. Still others, in good condition, were taken from older and smaller locos that had outlived their usefulness.

The bells on many Berkshires were out of proportion to the engines, having been removed from older dismantled Erie locos and reclaimed for installation on the switchers. These bells were stationary and rung by the clapper's oscillation. ●

IN MY OPINION. My dad got me a ride in a locomotive cab at age five; it started me off right as a railfan. Thanks for putting out a fine magazine which includes gal pictures.—S. M. Tidwell, Box 151, Douglasville, Ga. 30134. *(Ed. note:* You forgot to mention the railroad's name.)

Your July editorial, "A Short Cut to the Cemetery," makes a good point. I retired last Dec. 31st as a Gulf, Mobile & Ohio locomotive engineer after 50 years and 3 months of service. I was sec.-treas. of Div. 827, Brotherhood of Locomotive Engineers, for 15 years. Like your editor, Freeman Hubbard, I read every issue of the *Locomotive Engineer*. Most retirees have no real plans for the lonesome years. Being a railfan is one of my main hobbies, with woodworking close behind. I miss the old *Railroad* writers who have crossed over.—Emory H. Swetman, 1508 4th Ave., Laurel, Miss. 39440.

Virgil Staff's photos would be better if he kept his girls in the background.—Paul Herrick, 2621 Elmwood Dr. S.E., East Grand Rapids, Mich. 49506.

I've seen a lot of trolley photos in my life, but Virgil Staff's views of San Francisco "Muni" are the best yet.—Thomas C. Bell, Mojave, Calif. 93501.

Although I enjoyed your July issue, it seems unfortunate that your two major articles dealt with foreign railways. Changing the subject, the steam-powered summer and winter ferries running between Quebec City and Levis are being replaced this fall by all-season diesel-powered boats. This is not strictly rail news, but Canadian National timetables mention the connecting service. For years these ferries honored CNR connecting tickets. Two years ago the Quebec Dept. of Transportation took them over, abolished passenger charges, but retained vehicle fares.—Gerry Burridge, P.O. Box 152, Pte. Claire-Dorval 700, Que., Canada.

As a red-blooded American girl, I agree with the guys who don't want to see pictures of railfanettes. Show us more men with the trains.—Sarah Rand, Phoenix, Arizona.

I buy your magazine for my interest in the mechanics of railroading and am sick of seeing people, both male and female, in train pictures. I hope that in the future you'll publish fewer of them. Human beings detract from the beauty of the high iron—Robert Anderson, 6705 La Jolla Blvd., La Jolla, Calif. 92037.

As a Canadian National foreman at the Spadina Avenue Shops, I find *Railroad* the best periodical in our field. I used to subscribe to "brand X" magazine, but when its picture section became shorter and its article section longer I let my subscription expire. Recently I've been working on two good old steamers, 6167 and 6218, here in the shops. Before you read this, the 6218 will be back in Toronto after her retirement ceremony, awaiting word on final disposition.—Bob Lindsay, 861 Warwick Dr., Burlington, Ont., Canada.

I wish you'd print more fiction stories and true tales instead of technical articles, *Trackside in the Diesel Age,* and *Passenger Train Survey.*—Robert G. Farricy, 1017 Westmoreland Ave., Syracuse, N.Y. 13210.

While the title of your new column, *The Editor's Notebook,* is not too original, I enjoy the column itself and hope it will continue in each issue.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

For almost the last time, flagman on Delaware & Hudson's *Laurentian* walks back through steam fog at Albany, N.Y., on April 29, 1971, to place markers on rear.
Richard J. Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905

Many fellows like girl pictures in the magazine, but I buy *Railroad* for its train photos and information, not for a leg show.—Bob Fremming, P.O. Box 147, Dallas, Wis. 54733.

Railroad appeals to me very much, especially its beautiful girls. Trains and girls are my favorite items.—Ralph W. Ross, 7335 Santa Fe Ave., Hesperio, Calif. 92345.

Give us more shots of train hostesses and other female railroaders, but not pictures taken by photographers standing on street corners and using transit only as a background. Railroads have interested me since I was 8, when my father hired out to the Chicago & North Western as a signal-lamp man. Sometimes I helped him to clean and fill switch lamps. Later, I got a job myself, repairing signals and running the then-new gas speeders; then six months of surveying for a new rail line in South Dakota. Still later, I worked 44 years as a Western Union telegrapher; now retired, but active as a railfan.—M. V. Stecher, 19 Woodland Dr., R.D. 1, Boonton, N.J. 07005.

Phooey on the critics who dislike girl photos! Such pix never interfere with my enjoyment of the purely rail items in your magazine. But no hippies, please! I go for pretty faces, nice figures, slim legs, and high spike heels. —Don Miller, Covington, Ky.

I, for one, support the use of feminine morsels in *Railroad.* Why not form a Morsel Railroad Club and charge as dues a rail scene featuring a girl? An artist friend of mine, Hal Smith, is sending you herewith some sketches available for new department headings or front covers. We both prefer "shesels" to diesels.—Bill Myers, 25-76 41st St., Astoria, N.Y. 11103. *(Ed. note:* Your friend is a clever cartoonist. We like his pen lines and sense of humor, but his drawings are too "girlie" for our magazine.)

I wish (as you probably do, too) that *Railroad's* earlier issues had been printed on the present coated stock. Much valuable material in them should be preserved. How would other readers feel about your reprinting some of that old material? Your editor's "personal documentary" in April '71 mentioned an area that has long concerned me—namely, the need of a full staff to make your magazine even more profes-

sional. I am proud of the good job you manage to turn out with only two persons in the office. But I don't like retirees writing about bygone days in short, disconnected sentences or paragraphs; they should develop more fully the points they are trying to make. I like human interest when it really tells me something. While some of your feature articles cover subjects I'm interested in, too many of them gloss over the meat of the story.—PFC Eric E. Hirsimaki, 277-42-3116, A Btry, 1st Bn (C/V) (SP), 52d Arty, Fort Bliss, Texas 79916. ●

WILL rail freight eventually follow rail passenger service into oblivion? Senator Vance Hartke, an Indiana Democrat, chairman of a Senate transportation subcommittee, is conducting public hearings on what he describes as the threatened collapse of the nation's freight transportation system.

"I am deeply concerned lest, due to the absence of major new initiatives, the system will crumble," he told the Senate in announcing that his subcommittee would try to learn what to do about it. "Some experts see further railroad bankruptcies coupled with possible nationalization of our rail system and the demise through bankruptcy or merger of literally hundreds of small truckers and a trend to increased concentration in the inland water industry that could signal the demise of dozens of small and medium-sized water operators.

"For many shippers and many communities, and perhaps for whole states, it is entirely conceivable that within a matter of a few years no public freight transportation will exist." ●

PERSONALITIES. The Southern Pacific's *Sunset Limited* stopped at Beaumont, Texas, and out stepped handsome, silver-haired Gerald M. Best, 511 Sierra Dr., Beverly Hills, Calif., author of railbooks and one of our *Interesting Railfans.* Someone handed him an 11-week-old baby to cuddle. Five minutes later, "Jerry" went back into the train and was gone. The baby, living in Beaumont, is his only great-grandchild, whom he had never seen before.

Who is the youngest secretary-treasurer of a division in the Brotherhood of Locomotive Engineers? That honor is claimed by a Rock Island hogger, Frederick C. Meek, 912 Mission Rd., Wichita, Kan. 67207, who has been sec.-treas of Division 261 at Herington, Kan., since June 1, 1969. Fred will be 25 on November 3rd.

Bill Geeslin, assistant vice president of Southern Railway System, has been elected president of the Railroad Public Relations Association. A former newspaper reporter, FBI agent, and advertising account executive, Bill is helpful in supplying info. to us.

Although I am a girl, I passed the written exam for a conductor's job on the New York subway system, but was disqualified because I am only 19 (minimum age is 21). I collect railroadiana: books, lanterns, old postcards, signs, track spikes, etc., also Lionel tinplate; and I sell steel-rail book-ends, each six inches high, one to two inches thick.—(Miss) Denise Ferrari, 274 Emerson Ave., Bronx, N.Y. 10465.

Add to our list of 50-plus railfans H. A. Jenkins, 18 King St., Windsor, N.S., Canada, who began photographing engines (Dominion & Atlantic) in 1921 with a camera borrowed from his sister and has had a number of pictures published in *Railroad Magazine.* He was personally acquainted with the late and great Joe Lavelle, who reputedly had the world's largest engine-picture collection. "I favor rail-girl pix," Jenkins says. "The debate over them amuses me."

Another 50-plus is Robert L. Denton, Box 5122, Midland, Texas 79701. Born near the joint track of Texas & Pacific and Katy in Collinsville, Texas, he became a station helper in 1917, followed by 16 years as a boomer agent-telegrapher, and has written fiction and true tales for us. His train-order collection includes running orders for a passenger extra when the Liberty Bell went to Texas by rail in 1918.

In our August issue, John Drayton, retired British Rail engineer, said he had a list of over 1,600 men whom he worked with on his job. We wondered if any North American man kept a comparable list.

"Yes," writes Warren B. Crater, retired Jersey Central hogger, 270 W. Colfax Ave., Roselle Park, N.J. 07204. "My time books for 44 years, beginning June 16, 1925, list 315 engineers I fired for, 578 firemen firing for me, and 3 hoggers piloting me over 'foreign' divisions, not counting the many hundreds of conductors and trainmen I worked with."

Besides *Railroad* cover pictures by two women, Maxine Wishner and Betty Tone, Bert Pennypacker recalls that our March '65 cover shot of Reading 4-8-4 was made by Bronette Ehrlich, one of our *Interesting Railfans.*

While the train he was riding stopped over briefly in Texas the other day, William A. Moore, Penn Central president, sent his business-car porter over to the station news-stand to buy a newspaper. Before the porter could get back to the train, it had pulled out of the station. He rejoined it by riding a plane to Chicago.

Conductor on the last run of the Wabash *Cannonball* over the Norfolk & Western from St. Louis, Mo., to Danville, Illinois, was F. M. Goodrich, 218 Clark St., Georgetown, Illinois 61846, who writes: "I turned down several good offers to sell my cap, uniform, lantern, watch, and black-ribboned train orders. No, I'm not bitter—just disgusted because the public didn't start sooner to save their best, surest, and safest mode of travel."

Miss Gaylene Snow, 37, of Burbank, Calif., who has been widely publicized as the first female brakeman, and is now working for the Southern Pacific, actually is not the first. According to C. Felger and C. H. Williams, the Buffalo Division of the former New York Central had two ladies employed as brakemen, namely Miss Irene Ingerson and Miss Lee Gardner, formerly of Syracuse, N.Y., who served in that capacity about three years ago. And during World War II, plenty of other females held such jobs. ●

WHILE Congress was pondering the nation-wide rail strike a few months ago, a group of pre-school children at Birmingham, Ala., took matters into their own hands and got their favorite choo-choo rolling again. A few sad faces and some tears did more in five minutes than negotiators have been able to accomplish in weeks in connection with the other strike.

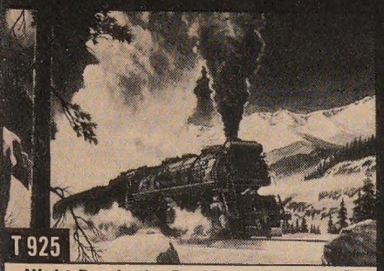
The train in the Birmingham Zoo is operated by Paul Ratliff, a former engineer with Southern Railway. A veteran of many rail walkouts, he and fellow hoggers at the zoo decided to join former colleagues by a sympathy strike. When 580 boys and girls showed up, little arms extended with green tickets clutched tight in their fists, the sympathy changed sides.

"We just couldn't disappoint the kids," Ratliff said, and went to work.

The little four-car train is pulled by a gasoline engine around one mile of twisting track, through tunnels, over bridges, and past animal cages. ●

QUERIES. When was the road foreman of engines job first created? Who knows any early history of this position?—H. C. Eck, 2nd vice pres., Ry. Fuel & Operating Officers Assn., 121 Tenth Ave., Huntington, W. Va. 25701.

A tough question. Probably only an old operating man could answer it. I

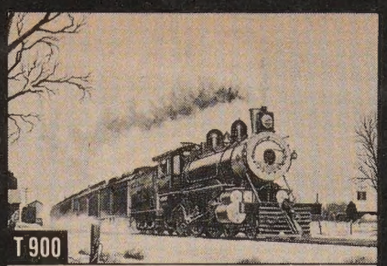


T 925

Night Run in the Rockies—May the Spirit of Christmas be with you . . . through the Year—**Rio Grande 3617 Mallet**

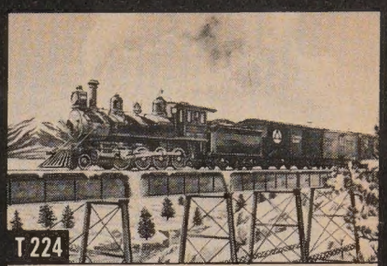
T 800

Christmas Morning Run—May the meaning of the Season be deeper as Christmas comes, etc.—**SP Overland Limited**



T 900

Heading the "Fast Mail" in 1899—With every good wish for Christmas, etc.—**CB&Q Vauclain Compound #1592**



T 224

Headed for Trout Creek Pass — Merry Christmas and Happy New Year—**Colorado Midland, South Park 1890**

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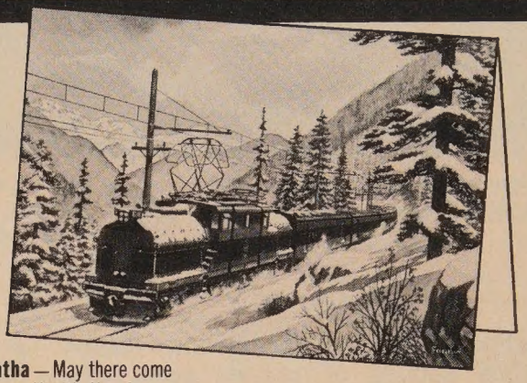


T 407

The Olympian Hiawatha—May there come to you this holiday time...Health, Happiness, etc.—**Milwaukee Road's GE Electric**

T 100

Station Stop for the B & O—May you and yours this Christmas day be blessed, etc.—**Baltimore & Ohio Pacific type**

T 728

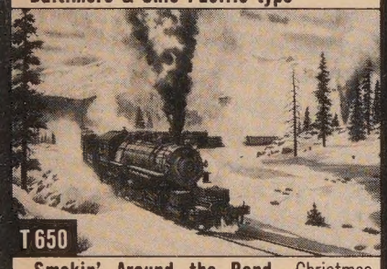
A Whistle and a Wave—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Engine #2681**

T 954

Running Late and Running Fast — May you and yours this Christmas day be blessed, etc.—**K4 Broadway Limited**

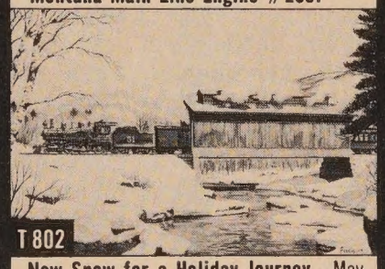
T 572

Headin' West to Laramie—Merry Christmas and a Happy New Year—**The "Big Boy" #4002 on Sherman Hill**



T 650

Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**



T 802

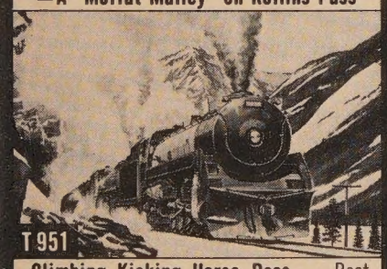
New Snow for a Holiday Journey—May the Peace and Happiness of the Christmas Season, etc.—**1900 New England Local**

T 406

Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine.**

T 408

Donner Pass on Christmas Day—Peace and Good Will at Christmas and all the Year—**Southern Pacific diesel in the Sierras**



T 951

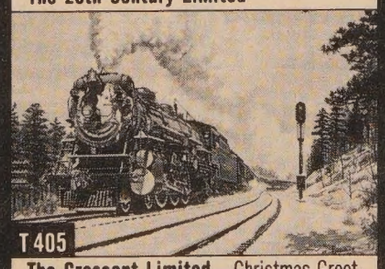
Climbing Kicking Horse Pass — Best Wishes for a Merry Christmas and a Happy New Year—**Canadian Pacific #5934**

T 803

Green Flags for a Christmas Run—May the meaning of the Season be deeper, etc.—**The 20th Century Limited**

T 953

The Chief Rolls West—Peace and Good Will at Christmas and all the Year—**Santa Fe 2900 Series Victorville**



T 405

The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**

HOW TO ORDER: Circle total quantity and price. Mix and assort at no extra cost. Order all of one kind or as many of each as desired. Fill out coupon or order by letter and mail with check or money order. Add postage and handling fee to price of order. Canada residents remit in U.S. dollar values. Colorado residents add 3% sales tax. No C.O.D. Thank you!

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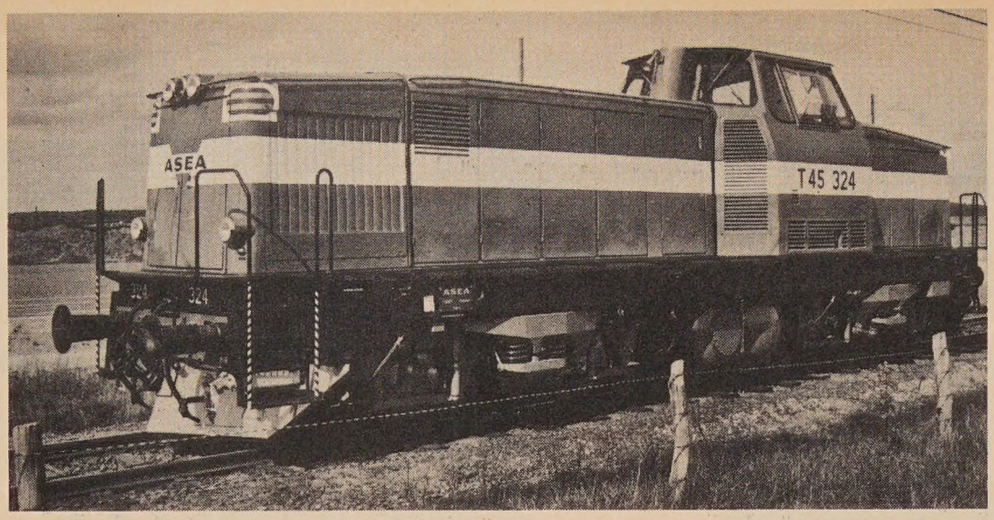


New type of 2,000-hp diesel loco is undergoing tests on Swedish State Railways. ASEA is responsible for the design of both electric and mechanical equipment.
Swedish International Press Bureau, Stockholm

would guess that the position began when pooling of engines came into favor, say about 1900. The date the Association was founded, 1892, is a clue in itself.—John H. White, Jr., chairman, Dept. of Industries, Smithsonian Institution, Washington, D.C. 20569, and editor of R&LHS *Bulletin*.

Our July issue brought up the matter of Negro membership in railfan groups. The Rev. Alexander Hamilton, national chaplain of the National Railway Historical Society, Rte. 1, Box 290, Kennebunkport, Maine 04046, says that this society has black and other minority race members, adding: "It has never been an issue and I have noticed that nobody seems to care. All of us are united in a common interest, railroads. Seashore Trolley Museum has had colored members for most of its history, and there is no color line in several other railfan groups I belong to." Among others with black members are Michigan Railroad Club, Electric Railroaders Assn., Central Electric Railroaders Assn., and Canadian R.R. Association.

Someone asked, "Are any pay trains left in North America?" The answer is yes. More than 20 are now operating in Mexico; and according to the 470 Club newsletter, Portland, Maine, a recent Boston & Maine order reads, "Each Wednesday trains 319 and 321 will stop at Lowell yard office for the purpose of delivering pay checks."

A steam loco and several cars lie at the bottom of the Arkansas River at Little Rock, Ark. They had been moved onto a bridge in the hope that their weight would keep it from collapsing in the 1927 flood. The bridge gave way, dumping the train into the water. Who can supply more details?—Morris Abbott, 33 Driftwood Lane, Milford, Conn. 06460. ●

OVERSEAS. Anton Van Cann, a crew man in a Belgian National Railways baggage car, realized he had company when he felt heavy breathing on his neck and saw two yellow eyes glaring at him from the gloom. A two-year-old tiger had broken out of its cage en route to a zoo. Anton screamed and leaped for the corridor. For the next 90 minutes the 320 passengers aboard the train cowered in front cars while the tiger prowled around in the luggage car. A zoo attendant finally subdued the beast by firing harmless drug darts into its hide.

British Rail's 4,000-hp. locomotive, *Kestrel,* built by Hawker-Siddeley, which ran experimentally in England for nearly 3½ years, has been sold to Russia. Its bogies were modified to fit the Soviet Union's 5-foot-gage before it was exhibited in Moscow.

In preparation for the operation of trains at speeds ranging from 125 to 190 miles per hour, German Federal Railways are building 1,400 miles of new lines or deviations of existing routes and are upgrading another 780 miles.

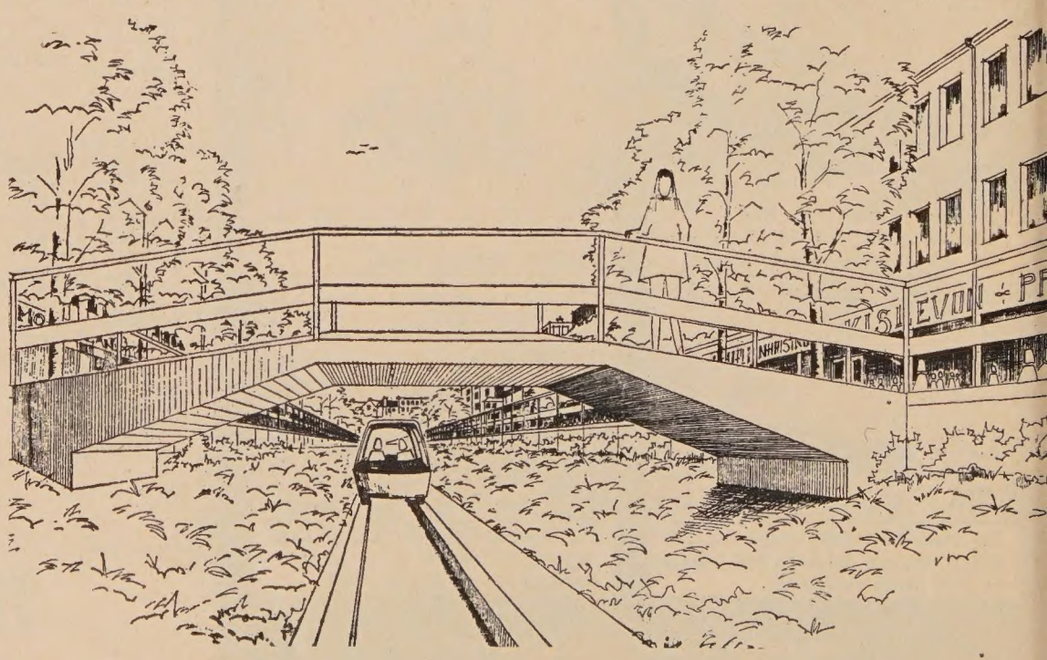
Frightened by a passing train, five elephants crashed through the front door of a bar in Krugersdorp, South Africa. Guests dropped their drinks in terror. One regular customer vowed never to take another drop, then he jumped through the window.

CP Rail is conducting tests in Norway on a 5,000-hp. thyristor loco, built by ASEA, Sweden's electrical engineering company and leased from the Swedish State Railways. The loco, Class Rc-2, together with a dynanometer coach complete with electronic measuring equipment, is being operated along a severe 52-mile track on the Norwegian State Railway's Bergen line. This section has many steep gradients and climatic conditions similar to Canada's. These tests are part of a study that may lead to electrifying 1,360 miles of Canadian Pacific main line west of Calgary. The Swedish State Railways have ordered 110 of ASEA's thyristor-controlled Locos, including 57 now in service.

Trans-Siberian Railway offers the world's longest continuous train trip—from Moscow to Nakhodka on the Sea of Japan. The journey eastword is broken at Khabarovsk (night stop), 5,301 miles out, before going on to Nakhodka, where a Russian steamer leaves for Yokohama, Osaka and Hong Kong. From Moscow, you arrive on the ninth morning at Nakhodka, end of the line.

Swedish Information Service, New York City

This may remind you of an Amsterdam canal, but it's an artist's interpretation of the test track that has been proposed for "rail taxis" in Gothenburg, Sweden.



A 10-ton bulldozer dangled on the Belgian State Railway's overhead power lines four hours before it was dismantled and a crane took down the parts. The yellow machine slipped onto the wires from a highway project on higher ground.

The sweet, strong smell of burning marijuana hung over the railroad station at Kinkelbros, South Africa, after police burned 41 bags of it in the firebox of a steam locomotive. Police said it would have taken all day to burn the marijuana by conventional methods. They asked the railway for help and it was burned in half an hour. The drug was confiscated from an African named Talbot Nokusi Gqirana who was sentenced to four and a half years and fined $1,430. ●

REMEMBER the toy steam locomotive shown on a U.S. stamp for the 1970 Christmas season? A picture I drew of this engine, the *Grand Duke,* illustrated an article on tinplate trains that the late Charles F. Carter wrote for your magazine in 1935. It was the largest clockwork, tin, trackless locomotive Ives ever made. Brought out in about 1880, it was named for Grand Duke Alexis of Russia, then touring America. The nobleman visited the Union Metallic Cartridge factory in Bridgeport, Conn., where Ives also was located, and gave the cartridge company the largest order it had ever received up to that time. I made my drawing from a cut in the 1924 Ives catalog. The postage stamp was copied from a painting reproduced in the *Index of American Design.* I noticed a curious point in that painting. Although the specimen from which the artist worked was evidently in fairly good condition and original paint, there is no sign of the name *Grand Duke* on the boiler. The area where the second word would have appeared was quite scratched up, but the *Grand* should have shown up nicely. Either all traces of the name had been eliminated because the second word was missing, or else the name was rejected as unfit for a typically-American locomotive.—Louis Hertz, 4 Colvin Rd., Scarsdale, N.Y. 10583.

TODAY, the railroads no longer have callboys toting kerosene lanterns and riding bikes or horses to round up train and engine crews for various runs. The telephone is more efficient. One guy who began a Boston & Maine career as a callboy—in 1922 at age 16—is George Reeves of White River Jct., Vt. Soon advanced to car checker, he confirmed the numbers, initials, and seals on car doors. Then in 1957 he became a general yardmaster, later a

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trainmaster and spent hundreds of hours showing hundreds of kids how to run a railroad. One grim, fearful day, while inspecting the wreckage of a cornfield meet between two passenger trains at Newbury, Vt., where both hoggers and both firemen "went to glory," he discovered a man's severed foot lying on the track. Last June 5th he retired. ●

AMERICA'S first test track for computerized "rail taxis" is slated to open next year at Morgantown, W. Va. A rail taxi system consists of silent little driverless vehicles, that transport passengers through a track network controlled by a central computer.

You can travel from any station direct to any other without changing, stopping at any intermediate station, or bothering about a timetable. You buy your ticket in a vending machine connected to the system's computer, enter a taxi standing ready on a side track, indicate your destination by means of your ticket, and off you go! Your taxi glides automatically into the main track, averaging a speed of 40 mph.

Plans are under consideration to get 18,000 rail taxis rolling in Gothenburg, Sweden, after experiments have been made on a proposed 1½-mile test track, not later than 1974. ●

BRASS POUNDER. After 47 years with the New York, Ontario & Western, I worked on the final day of operation, March 29, 1957, and am now retired. The road folded up from bankruptcy. The old battery jars used by telegraphers, including myself, interest me. I am lucky to have an original, made of heavy clear glass—one-eighth inch thick, 7 inches across the top, and 9 inches high, with straight sides. The zinc crowfoot hangs from the inside of the jar top, the copper rests on the bottom, and blue vitriol with water completes the solution. The battery's output was less than one volt.

I also have several very old sounders, relays, keys, and "bugs," including a "pump" used for operator's paralysis by oldtime brass pounders who had lost their grip. One relay could activate a register that had been in service even before telegraphy was "read" by ear. Will some reader sell me one of those antique registers? I also own about 135 kerosene railroad lanterns and a Postal Telegraph clock.—C. Byron Conrow, 6 Maple Ave., Sidney, N.Y. 13838. ●

I HAVE BEEN a Missouri Pacific fireman for over 29 years. After a fashion, I am also a railroad buff, for when I see an engine from another road I invariably edge over to take a look. Steam power was among my first loves and still is. Bill Church's article, "Tonnage Trap" (April issue) stirred old memories, particularly about the MP's 1300-class steamers.

All 25 of them were built about 1919-'20 as coalburners with Duplex stokers, but during World War II some were rebuilt as oilburners, the first conversion being the 1301. Each weighed about 230,000 lbs., with 33x 33-inch cylinders and Baker valve gear. Each was equipped with a Cyclone front end and would burn anything you put into the firebox. All used non-lift injectors, except the 1301, which had an Elesco water pump and, after conversion, also a booster. Her whistle sounded like a wampus cat on the prowl.

The entire series had the so-called "balanced" throttle—you could open it halfway before anything happened. One more notch and she'd jump out from under you. It was plain hell on a hogger trying to spot close or to hostle. Switchmen and brakemen learned to be gun-shy of them. The tender held 10,000 gallons of water plus 20 tons of coal or 4,250 gallons of oil. Drivers were 63 inches high. If the engineer operated a notch or so down from being hooked up, these babies would really run. Converted to oil were the 1301-1305, 1306, 1307, 1316, 1317, and 1321-1323. All MP oilburners were used south of McGehee, Arkansas.—Lewis J. Seale, 5824 Jackson St., Alexandria, La. 71301. ●

IN HONOR of Bert N. Merriam, a retired Milwaukee Road engineer, his son Wilbur, Box 121, Sanborn, Iowa 51248, has written this poem, entitled "Progress":

Come on and ride the train, my son;
It's your last chance to ride.
In a few days it will be scrap
As progress takes its stride.
It's your last chance to see, my son,
The smoke pour from her stack
Or watch the steam from piston heads
As she starts down the track.
The locomotive did her job
And she did it very well;
But passing time has been her doom,
Even the ring of her bell.
The railroad tracks still cross the miles;
But the age of steam is past
And you, my son, may live to see
That the diesels will not last.
One day your son may hear the words.
"It's your last chance to ride,"
When diesels, too, will fade away
As progress takes its stride.

But we hope no one else sends us poetry; we have far too much on hand now. Please, no more poems! ●

I NEVER KNEW my father. He was an engineer on Casey Jones's first road, the Mobile & Ohio, in the days when it was a road to be proud of, and he died a few months before I was born. The late Mark Lafayette Dodds was an M&O engineer for 79—I repeat, 79—years before he retired; and he told me that my father, Bill Rayford, worked side by side with Casey in 1885, '86, and '87. Bill and Casey were young firemen then on runs between Mobile, Ala., and Meridian, Miss. Old Mr. Dodds remembered those days.

You don't know how proud I am to hear such things. Well, I found another man who knew Bill Rayford—Truman Saxon, about 84. I visited him recently and he told me three wonderful stories about my father in the days when you had to do things yourself—there was no other way. The first story deals with a time when a wreck tied up the M&O, and 45 boxcar loads of pineapples had to be hauled from Mobile to Montgomery. The Louisville & Nashville asked too much money for handling the shipment; so it was decided to let an M&O engineer pull the train to Montgomery on the L&N tracks, and Bill Rayford was chosen. Of course, my father had to carry in the cab with him an L&N pilot engineer who knew the road. The L&N people made such uncharitable cracks as, "Don't get in the way of our trains!"

As they left town, the pilot said: "After we pass the Tensaw River we'll have to double a hill." To "double a hill" meant to leave half your train at the bottom, take the other half up and over, and then bring your engine back for the rest of the cars. Mississippi River towboats still follow a comparable practice at Yellow Bend. Well, my father kept pouring on the speed and soon he left the muddy Tensaw River far behind. At length, he asked, "Where's that hill?"

The L&N pilot grinned. "Oh, we passed it away back yonder."

Mr. Saxon's second tale is about the *Havana Limited,* a plush train that ran between Chicago and Mobile, over the M&O. Passengers bound for Cuba caught a Gulf steamship at Mobile. The Limited's first run was from the Windy City via St. Louis, Cairo, Ill., Jackson, Tenn., and Meridian, Miss., on a high-speed schedule. When the train got to Meridian old Zach Taylor was the hogger assigned to carry on. But Zach got cold feet.

"No, sir," he said, "I ain't drivin' that fast and gittin' myself killed."

So Jim Gurganus, my dad's brother-in-law, who was the M&O superintendent, ordered, "Call Rayford!"

Bill smiled confidently as he climbed into the cab. He wheeled the Limited to Mobile at an average speed of 80 per, which in those days was phenomenal. In fact, he ran so fast that he exceeded his schedule and had to slow down almost to a crawl just before he passed the Whistler Shops, where all M&O equipment was maintained.

Truman Saxon told me: "We all stood outside the shops, expectin' to see the *Havana Limited* come flyin' by in a cloud of dust. But Bill Rayford went by us at a slow pace, with his bell goin' *clang-dang, clang-dang,* and finally he rolled into Mobile depot three minutes ahead of time!"

Mr. Saxon's third story said that my father got nervously sick now and then from the after-effects of a train wreck that occurred when he was a 19-year-old fireman. Dad was in a Mobile hospital and his brother Gus visited him.

Gus said: "I didn't wanta lose no time from work, so I put in a full day at the shops before washin' up and takin' a streetcar into town to see you."

My father laughed. "That's fine, Gus; but when I get sick again it'll be on a Sunday so you won't hafta lose any time at all."—Julian Lee Rayford in *Mobile County News.* ●

TRUE TALE. About 35 years ago three unemployed boomers, including myself, unloaded from a Canadian Pacific freight train at Coburg, Ont., and sought a night's lodging in the police station. Police Chief Ruse said: "Sorry, boys, we are all full up." This was the second police headquarters we had been turned away from that chilly night. So we left town on the milk train. Due to the Depression, jobless railroaders often rode trains with the crew's permission. A few minutes later we got off and walked back two miles to Bamford, a little, wooden, flagstop depot.

My pals were two old brakemen known as "Boxcar Kelly" and "Irish Mike." At Bamford we found two gray-haired hobos named Bert and Whitey, who said they had been on the road 30 years. I had a bad sore throat and a fever. The other four men nursed me and kept a fire going in the pot-bellied stove with coal from passing trains, picked up along the track. We spent a miserable week-end there. I could hardly swallow a thing but some milk donated by local farmers.

On Monday morning a group of small children walked by on their way to school, saw me stretched on a bench and hurried by. Not long afterward four men drove up, toting a large wicker basket. They said they were looking for a dead man in the flag station. The kids had told their teacher about me, and she had called the Brighton police. Sick as I was, the cops took me to the local lockup.

Police Chief Simpson said: "Too bad, fellow! If you had been found three miles east of here you could have gone to a hospital. As it is, all we can do for you is 30 days in the Coburg jail."

I served my time, but nearly died. Boxcar Kelly met me when I got out, and when the next passenger train stopped at the water tower we climbed aboard to ride "blind baggage." But because I was ill, the fireman let me occupy his seatbox. Finally, we got off at Belleville, Ont., and told our story to the police chief. He sent me to the local hospital, where I recovered in a little over two weeks. I am alive today because men helped me when I was down and out. Don't publish my full name.—Boomer Bob, Nova Scotia, Canada. ●

HITTING Winnipeg one chilly night in the spring of 1912, a young boomer night operator who traveled under the flag of "Slim" Jennings spent the night in a local hotel and stoked up with bacon, eggs, Java, and fried potatoes at a hash-house the following morning. Then, in an expansive mood, he meandered over to the Canadian Pacific general office in St. John to apply for a job. The man who did the hiring shook his head. "Nothing open now. Come back in two weeks."

But Slim couldn't wait that long. He took a horse-drawn taxi to the Grand

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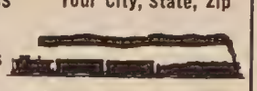

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Trunk Pacific office at Fort Rouge. There he got an offer from Dave Steeper, the division superintendent: "If you don't mind a bush job, we could use a relief man at Hunt, Ontario."

"I'll be there," Slim said cheerfully.

Next a.m. he left Winnipeg on the mixed train with conductor MacDonald and two French-Canadian brakemen, settling down in the coach coupled to the rear of the crummy. The train moved slowly over the rich Manitoba farmland, but 50 miles further on they were in real Northern bush country. An Indian family with a rifle, a shotgun, a white birch canoe, and three sled dogs got off at Dott, Manitoba. The crew reported that these natives were going muskrat trapping and hunting in the swampy trackside lakes.

In Graham, Ontario, the train stopped briefly at a wide-open construction point. The rails ran down to Fort William, but gandy dancers were still building it eastward back to Quebec City. When Slim finally got off at Hunt, he found that the section gang shared the depot with the telegraph operator. Bill Bailey, the regular day man, was laying off to go back to Michigan for his father's funeral. Bill accepted five dollars for what grub was left around the place and showed the newcomer his guns—a long Winchester 33, a muzzle-loading 28-gage Hudson Bay trade gun, and a 22 single-shot Stevens pistol with a 12½-inch barrel.

On his first night at Hunt, Slim was amazed to see a bull moose look into the depot's bay window and then lumber away, breaking twigs as he went. Back of the depot were four canvas tents and a birch-bark tepee, constituting a camp for men who worked on the section gang.

This was wilderness. Sometimes at night Slim could hear wolves howling or moose snorting and splashing in the creek nearby. He felt a bit lonely until a conductor named Prest brought his family, including a girl of 19, Florence, to the area and set up a tent beside the lake. The brass pounder had fun paddling the family around in Bill Bailey's birch-bark canoe. They trolled for and caught jackfish. Florence, who was a school teacher on a spring vacation, fried the fish in a sizzling pan and they all ate it. But the girl's vacation ended much too soon and the Prests went back to civilization on the mixed train.

The young boomer fell right in with the lure of the North Woods. The depot waiting room was the social center of the little community, such as it was. People sat around on the benches or floor, the round-bellied stove was stoked up on chilly evenings, and a dim coal-oil lamp furnished light. There were a few dog-eared old magazines to read. The conversation was blunt and salty and often filled with sex.

What finally happened to Slim Jennings or Florence Prest I don't know, because I moved on, for I was a boomer brass pounder myself and the foregoing are some of the pictures that hang in the galleries of my memory.—George J. Gale, 2527 Buker St., Olympia, Wash. 98501. ●

AN ARTICLE on "Railroading Below Sea Level" by Bill Knapke that you published a while ago struck a nostalgic vein. I worked for the Southern Pacific on the Yuma Division in 1912 in Indio, Calif., which in those days had no electric lights nor paved streets, only one little country store, and a dusty cowpath for a main street. If I had bought some business lots there—they sold for practically nothing—I might be a millionaire today. The SP depot at nearby Palm Springs in 1912 was only a boxcar.

The only place at Indio where we could eat was the station restaurant. We had "pie books," paid for out of our wages. Besides being a yard clerk and callboy, I handled mail and baggage. We kept the mail in the baggage room for the stagecoach to Palo Verde,

The lowest point on the Southern Pacific system is located here, 165 miles east of Los Angeles. Photograph, made in 1941, includes a glimpse of the Salton Sea.

Even the mules look dreary in this view of SP desert station at Salton in 1912.

Blythe, and other desert towns. I worked nights and slept restlessly in daytime, usually 120 degrees of heat, but stood it because I was only 18 and hadn't sense enough to move on. Some trainmen and engineers slept in a palm grove in an effort to escape the heat. At that time the Department of Agriculture was experimenting to determine if date trees would grow in that area. Sure enough, they did grow. Today the place is alive with date farms and date shops.

I lived in a tent and would wake up after a sandstorm with half an inch of sand on my bed. Later I worked at Mecca, not far from Indio—it was hot as hell there, too—and at Owensmouth, now called Canoga Park, when it had nothing but a freight and passenger station and a pumphouse. The Owensmouth agent cooked in the baggage room; I slept in the ladies' waiting room. Pacific Electric was building a line there. I also worked at Covina, Ventura, Brawley, Ontario, and finally Calexico. Then I resigned, moved east to Washington, D.C., and hired out as a Baltimore & Ohio trainman. Am now retired. Would rather miss my dinner than *Railroad Magazine*.—James McDonald, 224 Division St., Boonton, N.J. 07005.

Another man who worked for the SP's Yuma Division, below sea level, is Charles Nickum, 326 W. 3rd St., Los Angeles, Calif., who writes:

One day a 20-car local from Indio drew into the siding at Barming, cut off a car, and went on to the freight shed. It started to back out onto the main line on a 3 percent grade and soon picked up speed. Before anyone could check it, the train was going very fast. At Cabayon, about six miles down the grade, it jumped the track, just missing the section house, and caught fire, burning an orchard. After that, an order was issued requiring crews to use the derail near that point. While I was working at Calapatria, Calif., on the bridge and building outfit, a passenger train went into the hole for another train on a small siding east of Niland. While the brakeman was waiting, he thought he had not turned the switch, but he actually had done so, and the other train crashed into the first one, with many casualties.

Anybody seen this railroad dog that used to hang around the New Haven enginehouse at Bridgeport, Conn., but is now missing?
Charles H. Grabert,
130 Reed Street,
Bridgeport, Conn. 06607

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Tidewater Southern switcher No. 744 on Tuolumne River trestle at Modesto, Calif., in February 1969.
Henry W. Brueckman, P.O. Box 1545, Vallejo, Calif. 94590

THE EDITOR'S NOTEBOOK

by Freeman Hubbard

ONLY ONCE in my career with *Railroad* has a publisher deliberately censored this magazine editorially. That incident occurred in 1931. It still rankles in my mind as a case of managerial cowardice and poor judgment.

The present publisher was not involved. Anyone who disassociates Henry Steeger from the time-honored principle of "freedom of the press" just doesn't know Henry Steeger. Besides, he did not take over *Railroad* on behalf of Popular Publications, Inc., until ten years later.

Forty years ago, when I was quite young, I gave a leading journalist, William Pickett Helm, an assignment to do a series of four feature articles on the subject of "Who's Your Boss?", subtitled "Inside Facts on Railroad Ownership." The first article, which I blurbed on our June cover, dealt with the leading holders of railroad securities, in which Helm stated:

There are outstanding today about 40 million shares of stock in Class 1 railroads. Of this number, two brothers Oris and Mantis J. Van Sweringen. own or control, through a complex financial structure, approximately 3 million shares! They are the largest single owners. . . . The fascinating story of the Van Sweringens in all its romantic detail will be told in this magazine. Suffice it to say here that these brothers are making more money in railroading than anyone else on earth!

Second article in the series, "The Van Sweringen Empire," came out in July, 1931, with this introduction: "One-eighth of all the Class 1 railroad main lines in America are controlled by two former real estate men." Helm's third manuscript, warming up to his subject, explained rather bluntly how the brothers had acquired control of so large a chunk of the industry and how they operated.

But the script never got beyond the stage of galley proofs! Someone high in the Van Sweringen system managed to get an advance copy of it, went over my head, and "persuaded" the president of Frank A. Munsey Company, which was then publishing *Railroad*, to suppress it. That person, a publicity bigshot, supplied an entertainingly styled (but watered-down) story as a substitute for what Helm had written. So far as I know, nobody questioned Bill's facts, but apparently those facts made a medicine too strong to be fed to the public. The situation corresponded, in a minor way, to the recent storm over the Pentagon's secret report on Vietnam.

Although I was then, as now, the editor of *Railroad,* neither my publisher nor the Van Sweringen man even went through the motions of discussing the matter with me. I was told peremptorially to kill the original article—for no reason that was mentioned—and to print instead the new version under the same by-line. To this Bill Helm agreed, I don't know why.

It angered me, but I had no choice. Obey or resign. I didn't resign, for two reasons: (1) I had become fond of *Railroad Man's Magazine,* as it was called then, and (2) with the Depression in full swing, I had no desire to tramp the streets in the army of the unemployed.

So, reluctantly, I published the watered-down article in our August '31 issue. The proposed title was "Van Sweringens' Formula." I changed it to

read "Sitting on Top of the Railroad World" and added the blurb: "The first $2 million was the hardest, and then Wall Street money rolled in as a golden stream along the Van Sweringen right-of-way." I illustrated it with a specially-drawn cartoon, an etching by Otto Kuhler, and several photographs.

The fourth article in the series on "Who's Your Boss?" was titled "Ten Jobs per Man." Disgustedly, I placed it almost at the very end of our September '31 issue. Bill Helm never wrote anything for us after that. He is dead now. So are both Van Sweringen brothers and the Munsey publisher with whom I had a run-in. Dead also is executive censorship on *Railroad Magazine*.

SEVERAL YEARS ago a railfan who had sent a fraudulent entry to our *Switch List* was prosecuted by the U.S. Post Office, with our cooperation, and was tried, convicted, and sent to Federal prison. We won't mention his name, because he may be going straight now. He advertised for sale rare old issues of *Baldwin Locomotives* magazine and other hard-to-get publications—items which, according to evidence given in court, he did not own—and he kept the money sent to him with orders.

Complaints reached our office. But before taking action, we wrote to the gyp artist, mentioned the complaints, and asked for his version of the story. He did not answer. Then we turned the case over to a postal inspector. Investigation followed, and then prosecution.

While we never guarantee our *Switch List* entries, we do not sit idly by in the very few cases where complaints mount. Some charges are not justified. A recent case came to our attention where a fellow was hospitalized and was unable to fill orders. We never assume that a man is in the wrong merely because someone has questioned his honesty. Our policy is always to hear both sides of a case before we do anything about it.

The other day, someone sent Sy Reich a *Switch List* entry offering to make and sell exact-size replicas of transit tokens, all kinds. We have no reason to suspect his integrity. Counterfeiting tokens is not quite like counterfeiting coins. It is perfectly legitimate for hobbyists to collect imitation transit tokens if they want to. But not all readers—even readers of *Railroad Magazine*—are honest. Some of them might conceivably buy fake tokens at a bargain price and pass them in turnstiles or fare boxes. Because of this possibility, we rejected the aforesaid *Switch List* entry.—FREEMAN HUBBARD. ●

The Van Sweringens, Oris P. (left) and Mantis J., controlled Chesapeake & Ohio, W&LE, Erie, NKP, Pere Marquette, Missouri Pacific, T&P, other roads.

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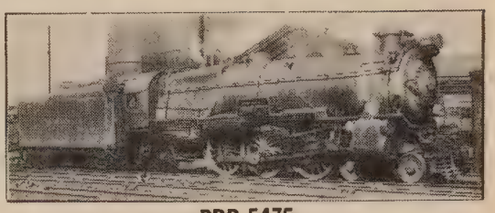

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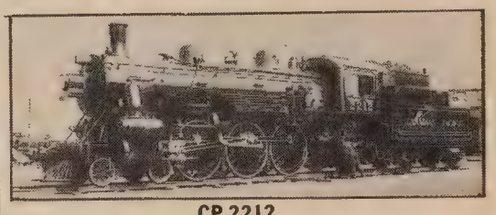

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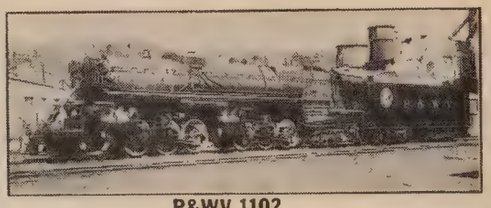

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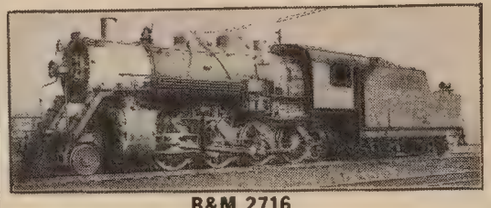

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PHOTOGRAPHS OF THE MONTH

Besides being a terminal, the old Broad Street Station in Philadelphia was a Pennsy stronghold housing the railroad general offices until it was torn down years ago. It appears near the center of this view, to the left of the City Hall tower that is still famous for its four clocks and the high William Penn statue.

Robert Storks, 1421 Arch St.,
Philadelphia, Pa. 19102

Photos from Metropolitan Transportation Authority

Here is one of the two helicopters over N.Y. City area that Metropolitan Transportation Authority uses to check vandalism on the LIRR and Penn Central. Crew is LIRR Police Capt. Louis F. Dietz and helicopter pilot Dennis Howard.

In Berkeley, Calif., early in 1971 Nancy Neilson awaits a friend due on the SP's westbound *Cascade*.
Virgil Staff, P.O. Box 268, Berkeley, Calif. 94701

Some readers may not know it, but Chesapeake & Ohio runs across part of Canada. We see here a C&O work train clanking and rumbling its way through Harrow village in Ontario.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Among the very few dining cars left in regular railroad service is this one on the recently-organized Cooperstown & Charlotte Valley steam railroad at Cooperstown, N.Y. It came from the Delaware & Hudson and is used on all trips.
Tony Reznak, Jr., Box 755, Wilkes-Barre, Pa. 18703

Photo from Illinois Central Magazine

Illinois Central signal gang relocates wires for a new Interstate Highway west of Iowa Falls, Iowa.

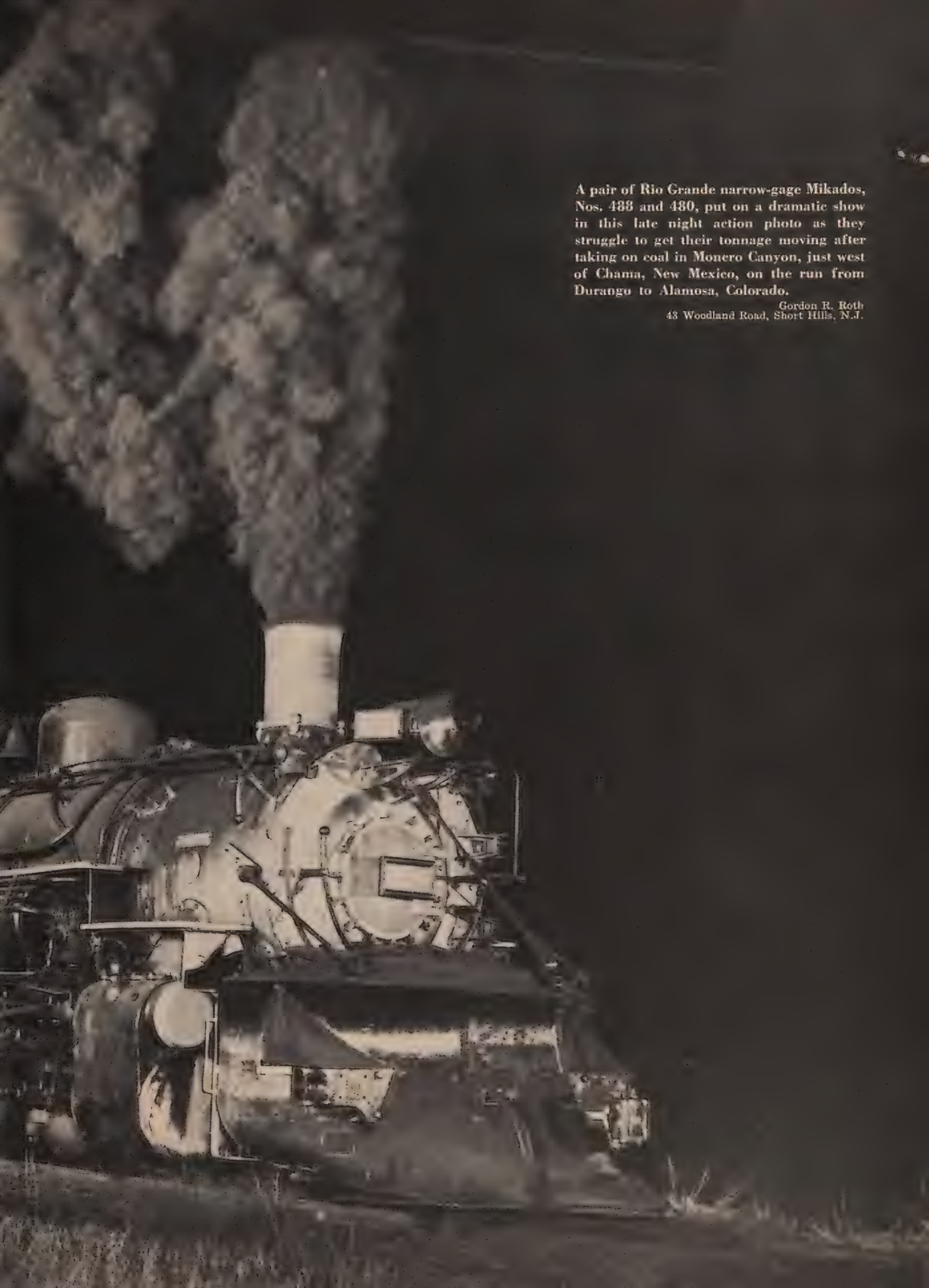
Formerly Sierra Railroad No. 30, then Howard Terminal RR. No. 6, this loco is now owned by Pacific Locomotive Assn. and runs on Castro Point Ry. near Richmond, California.
Photograph by Henry W. Brueckman

San Clemente, Calif., the Location of President Nixon's Western "White House"

Vacationists wait on station platform to greet friends arriving on the Santa Fe's *San Diegan*. (Below) The beach is an ideal spot for acquiring a suntan. Date is July 4, 1971.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Rio Grande
489



A pair of Rio Grande narrow-gage Mikados, Nos. 488 and 480, put on a dramatic show in this late night action photo as they struggle to get their tonnage moving after taking on coal in Monero Canyon, just west of Chama, New Mexico, on the run from Durango to Alamosa, Colorado.

Gordon R. Roth
43 Woodland Road, Short Hills, N.J.

PASSENGER TRAIN SURVEY

AMTRAK'S latest timetable of intercity rail passenger service, which became effective July 12th, reflects—according to Amtrak's president, Roger Lewis—"additional steps in a continuing process of informing the public of our actions and adjusting our service to meet passenger needs."

The new schedule indicates the following changes made since May first:

(1) Daily trains between Chicago and New York via Toledo, Cleveland, Buffalo, and Albany. Provisional service on this route began May 10th.

(2) Daily through trains between Boston and New York via Worcester and

Just before Mala Vaughn dove into idyllic Peace River at Zolfo Springs, Fla., the other day for a swim, train 97, powered by SCL's oldest passenger loco, rumbled across the bridge.

Wm. T. Morgan, P.O. Box 6863
Fort Myers, Fla. 33902

Springfield are offered for the first time in ten years. Provisional service began May 20th.

(3) An experimental, tri-weekly train between Minneapolis and Spokane, serving new stops in Minnesota, North Dakota, and Montana and providing passengers with rail and connecting bus service to Yellowstone National Park.

(4) Through train service between Chicago and Norfolk via Cincinnati and West Virginia over the routes of the former *James Whitcomb Riley* and the *George Washington* trains.

(5) Through train service with no change of cars between Chicago, Miami, and St. Petersburg via Indianapolis and Louisville.

(6) Schedules between Chicago and Detroit have been revised to provide morning and afternoon departures from both cities.

(7) The *Shawnee* from Carbondale to Chicago, Ill., arrives at 10:15 AM, one hour earlier than before to provide better service for businessmen going to the Windy City.

(8) Train No. 12 from Milwaukee to Chicago is rescheduled to provide a connection with the Chicago-Cleveland-Buffalo train.

(9) The eastbound *Super Chief* from Los Angeles now reaches Kansas City before the eastbound *Spirit of St. Louis* leaves, thus enabling riders from the West to make the eastbound connection.

(10) Connections for St. Louis and Kansas City are now made at Indianapolis between the westbound trains from Norfolk and Cincinnati to St. Louis and Kansas City.

To facilitate transfer in Chicago between Central Station and Union Station, complimentary taxi service is provided for passengers and hand-carried baggage twice daily from Central Station and once daily from Union Station. The new timetable features a two-page center spread map in two colors of the entire national system over which Amtrak and connecting non-system trains operate. It also lists sample Amtrak fares.

ADDITIONAL use of existing railroad tracks by commuter trains going to and from Washington would be practicable if financing problems could be solved, according to a consultant's report issued by the United States Department of Transportation. This report concluded that, although three proposed commuter rail routes could draw more than 13,000 riders, the new service would not bring in enough money to pay its own way. Neither could the ridership pay for an estimated $10 to $15 million in equipment and building costs necessary just to start such service, the report says.

Federal funds could be available for up to two-thirds of the initial costs if matching local money could be found, but no funds to support operating deficits which are expected to exceed $300,000 a year.

A LEGAL SNAG concerning Amtrak's contract with railroads in the National Railroad Passenger system has delayed issuance of its policy on the operation of private railroad cars, the Association of Private Rail-car Owners has been advised.

In its current newsletter, APRO has advised its members that these major points are likely to be contained in the directive: (1) Existing mechanical and safety requirements will remain in force, (2) points at which private cars can be switched onto the national system are likely to be substantially increased over the initially-planned fifty, (3) there will be some reduction in the number of first-class fares required by the present highest-tariff carriers, and (4) stand-by parking will be available at all switching points.

POOR SERVICE on the Southern Pacific's *Sunset* train between Los Angeles and New Orleans was reported in an Associated Press story by John Lang. He told of a Pullman car that "stank of sweat and unflushed toilets," with inside temperature reaching 101 degrees after air-conditioning failed.

However, Lang wrote that the train as a whole "was far better than last year" when the SP operated it with dingy coaches, which lacked reclining seats. Now the train has two Pullman cars, a diner-lounge car, three coaches, and an automat car. Riders having reservations in the Pullman car with crippled air-conditioning got their money back at the end of the run.

IT IS UNTRUE, as our August issue stated, that all RPO cars vanished with the coming of Amtrak. According to Ken Sherman, 18 Tappan St., Kearny, N.J. 07032, this service still exists on Penn Central's mail and express trains between New York and Washington, D.C. In proof of this, he sent us an RPO cancellation dated July 1, 1971, from southbound train 191, operating under the new U.S. Postal Service. Mail on these runs is handled by baggage-type storage mail cars, flexi-van containers, and four RPO cars.

THREE CANADIAN rail passenger services were eliminated July 3rd: the Canadian Pacific's once daily and return dayliner service between Toronto and Windsor, the Canadian National's two-unit dayliner, and CP's dayliner runs between Calgary, Lethbridge, and Medicine Hat. On the other hand, the Canadian Transport Commission has blocked management efforts to drop CP's Toronto-Havelock runs, CN's Toronto-Markham run, CP's self-propelled dayliner service between Calgary and Edmonton, and CN's Edmonton-Camrose-Drumheller runs, and has even ordered improvements in those services.

The CTC decision outlined the availability and frequency of competing transport services and did some "discreet sniping" at the type of mentality and attitudes of the fare-paying public that were responsible for the steady downgrading of CP service along the southwestern Ontario corridor.

As we go to press, CN is seeking CTC permission to eliminate 15 passenger lines in five provinces, including the twice-daily runs between Ottawa and Toronto and between Ottawa and Brockville, Ont.

"We won't drop all of these lines," said a CN official, "but we must go through the National Transportation Act procedure, reporting unprofitable runs and seeking permission to discontinue them."

Upon getting an application, CTC determines the need for such service and if it is found to be in the public interest to continue the runs, 80 percent of the railway's losses will be picked up by the Canadian taxpayer. The CN claims its heaviest losses are on the Ottawa-Toronto, Ottawa-Brockville lines, and estimates them at $2,200,000. The annual losses on all 15 runs, the company says, are $4,100,000.

An Alberta grandmother, Mrs. L. T. Caza of Edmonton, tells how she feels about trains: "What a shame it would be if Canada's railways were permitted to abandon their transcontinantal passenger services! The thought that our grandchildren will never have the joy and privilege of seeing their Canada from the windows of a comfortable train appalls me.

The final breakfast served on last northbound trip of *Panama Limited* (Illinois Central) was eaten May 1, '71, by Tom Schneider, 11, Kankakee, Illinois—French toast, glass of milk.
Photograph by James G. Schneider

"Recently, I returned home from Ottawa on the CN's *Supercontinental.* The trip was exciting. We had more than 400 passengers, 175 of us having sleeping accommodations. The meals were well organized and the food superb. There were four sittings for lunch and dinner; waiters were gracious and efficient.

"Because of the extreme length of the train, there were a number of unscheduled stops—perhaps because of over-heating. We reached Winnipeg with only two of the three engines still in service. Despite these minor troubles we arrived at Edmonton just about on time."

Passengers and railfans watch as Union Pacific 4-8-4 No. 8444 is coupled to the front of the last weekbound *City* streamliner, No. 103, at Cheyenne, Wyoming, on May 1, 1971.
Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

No. 75, formerly of the Great Western, pulled passengers for three days on the Salt Lake, Garfield & Western short line for the centennial of the nation's first transcontinental railroad in May 1969.

Robert L. Hogan, 2250 Pelham Place, Oakland, Calif. 94611

By ARTHUR W. HECOX

ROSEVILLE YARD

Photograph by Herb Joiner

Typical *snakes* (rail lingo for switchmen) in the Roseville Yard: (left to right) M. Capp, Dave Revering, D.O. Hickok, and Clem Clark.

ROSEVILLE YARD, on the Espee's Sacramento Division in California, where I worked for many years, is a great rendezvous for an avalanche of freight trains pouring in from the four points of the compass. They come southward from Portland, Oregon, often topped with snow and ice like a birthday cake. They roll in from the west—Tracy, Oakland, San Francisco, and Sacramento—and from the east—Ogden, Utah and Sparks, Nevada—and from the south—Los Angeles and Fresno.

Their bills of lading list the products of a nation, but especially the luscious fruit; the green, white and carrot-colored vegetables, and the oil

Eastbound perishables, riding in PFE trailers, roll leisurely over the hump. California agricultural products are vital factor in the schedules of the Southern Pacific's crossroad yard. (Next page) An impressive aerial view of the vast Roseville Yard.

for a billion miles of transportation, to all of which the Golden State owes its prosperity.

And these same restless trains, sometimes a mile or two long, powered by mighty diesels, go back to their starting points and places in between—and beyond.

Evert R. Law, the terminal superintendent, supervises this great setup, which handles about 2.4 million cars yearly—an average of from 7,000 a day. Many of the scheduled trains handled there are allotted only two hours from the time they enter until they leave. New operations permit some to bypass the yard's two humps altogether and move through the trackage in an average of from 20 to 30 minutes.

Besides the 530-acre terminal complex, Southern Pacific also has acquired an additional 355 acres for future expansion if it should be necessary.

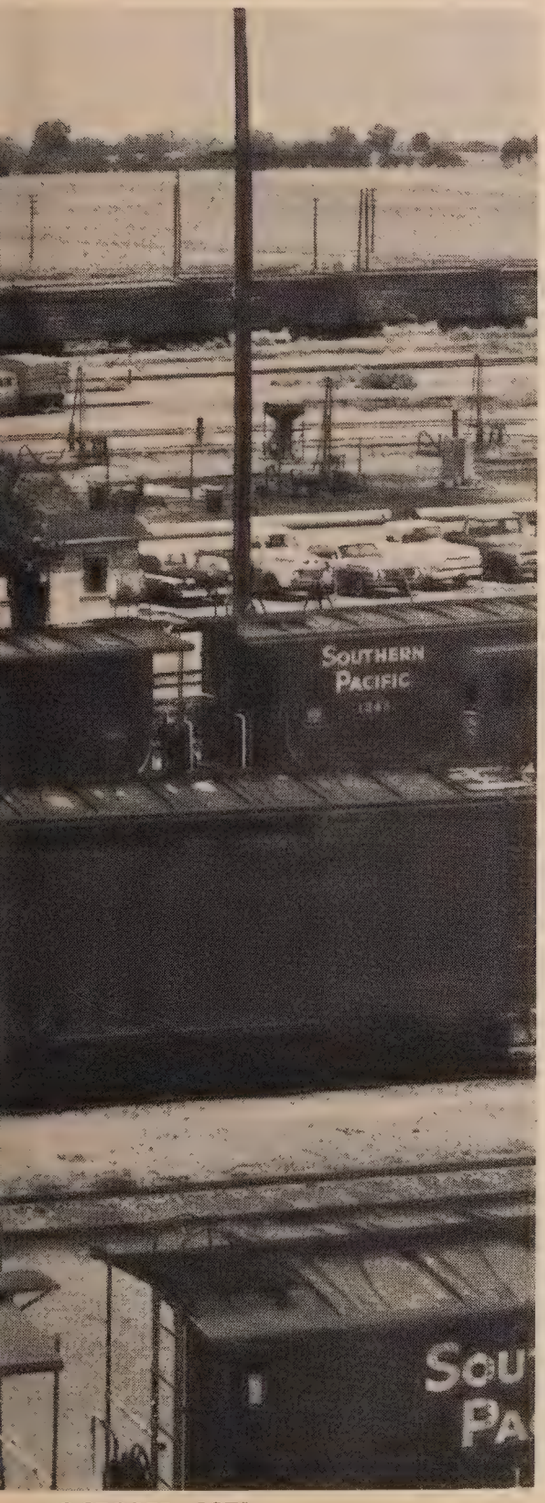
"We don't foresee any developments along that line in the immediate future," Mr. Law says, "but we feel sure that some day it will become necessary for us to increase the capacity of the terminal plant."

In addition to the yard complex, the terminal also includes diesel shops, trucking, piggyback and pipeline facilities. Transportation is big business. Southern Pacific's total payroll in the Sacramento-Roseville area is over $24 million annually; the system's tax bill exceeds $1.4 million.

In 1938, Roseville had three distinct train yards. One consisted of twelve assembly tracks plus two mainline tracks, as well as several crossovers to the roundhouse and rip tracks and to the east yard and the main stem. This was the west yard. Into it flowed trains from Sparks and Gerber and beyond.

Westward view of yard shows herders, hoggers, switch shanties, and corral track for servicing stock cars. Yard goat 2995 couples two cabooses into freight train, a cut of PFE reefers is being switched in center of photo and, looking closely, you can just barely discern switchman G.D. Phillips in mid-air jumping from one car to another. Yes, much is going on here.

Stablefull of iron horses in an earlier day. We see an impressive line-up of cab-in-front steam locomotives waiting for action, in the old roundhouse of Roseville Yard. Don't you wish that you could take such photographs of steam power today?



Out of it departed trains for Fresno, Tracy, Sacramento, Oakland, San Francisco, further points, and branch lines.

The east yard also boasted a dozen tracks, with multifarious crossovers and leads into the icehouse, emergency rip, mainlines, and west yard. Trains, mostly carrying non-perishables, entered this area from Fresno, Tracy, Sacramento, Oakland, San Francisco, and branch lines

Third was the Pacific Fruit Express Yard. It handled most of California fruits and vegetables. Four of its twelve tracks paralleled the two long re-icing platforms at the world's largest railroad icing stations. Each of the four icing-platform tracks held 80 cars at one spotting. Two of the four were devoted to re-icing perishables for the east and north. One was leased during the summer months by a pre-cooling company to chill fruits and vegetables by the ice-and-salt method, with electric blowers to circulate cold air throughout the car. The fourth ice-platform track was used for pre-icing empty cars which went to fill the "iced empty" orders to the nearby fruit and vegetable districts.

Trains from the south and southwest used eight other tracks. In Roseville Yard most fruit trains were made up for eastern and northern points. Some 800 cars of perishables have been known to move through it during a 24-hour period.

In these east and PFE yards I did most of my work as a *mudhop,* or yard clerk, from 1926 to 1941. Then I performed other yard duties until 1943, spent 22 wartime months overseas in the U.S. Navy, and returned to Roseville as a clerk late in 1945.

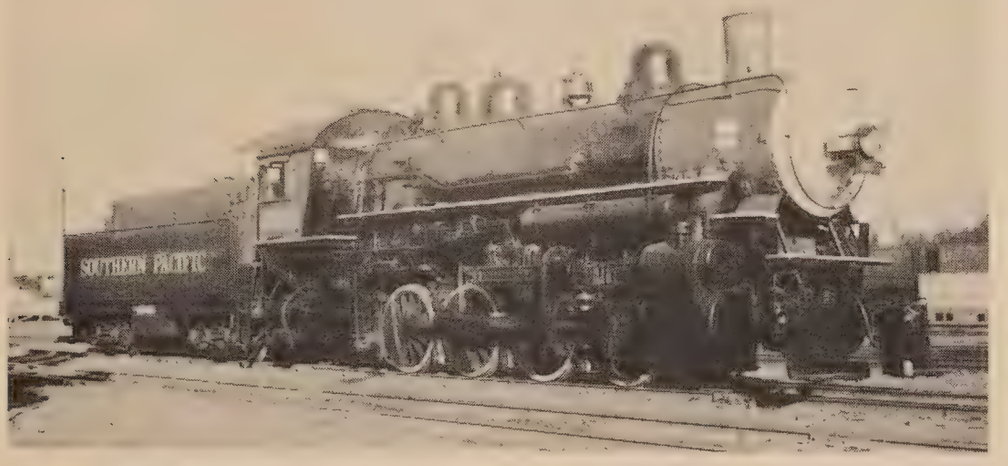
As a mudhop I checked up to twelve trains in an eight-hour shift, walking alongside the train and noting each individual car, sometimes more than once. Usually I phoned into the yard office the results of my checking. Sometimes, when business was slack, I went into the office with my report.

The makeup of eastbound trains was unlike that of all other consists. Each eastbound of any amount of tonnage left with three or more engines, a Mallet being at the head end. On the rear, 15 cars were moved from the body of the train onto a track below the east yard, known as the highline yard. Sometimes I could get the numbers before or as they were dropped out; but if cars were added after the train itself had been made up, I had to return to the rear end and get the 15 car numbers. Since I usually worked with the same switching crew every day, they often checked the numbers for me and phoned them in to the office.

In 1938, California had a "full crew" law. Trains up to 74 cars in valleys and level terrains were manned by a minimum of three brakemen and a conductor. A third brakeman was used for each additional 25 cars or fraction thereof. In the mountains, a minimum of 56 cars took a crew of three brakemen and a conductor, with a fourth brakeman for each 15 cars or fraction thereof. This law was abolished in the early 1950's. Now two brakemen and one conductor operate trains in any terrain or direction.

Forty-three years ago, train lengths were governed by tonnage and car limits. Today they are figured by tonnage and total linear length of the train. This change was made so that consists going into passing tracks would fit into them. In 1938, since engines burned oil, they needed a considerable amount of it. Many train loads passed through

Engine waits in yard to couple on the second section of a manifest for Oregon.
All four photographs by Al Phelps



One of the last steamers used at Roseville was photographed on July 18, 1948.

A job for the big hook. Locomotive 4319 crashed into a standing freight train in Roseville Yard in early morning, February 22, 1948, with the result shown here.

Diesel No. 2705 has been switching cars at Roseville for the past four years.

Roseville. Today, all of this fuel, now diesel oil, is carried by the Southern Pacific Pipe Lines, Inc., which deals also in commercial gasoline. A booster pump station is located at Rocklin, four miles from Roseville.

Back in the so-called "glory days" of railroading, passenger trains were yardmaster headaches. Seven east- and seven westbound trains were scheduled daily in and out of Roseville in 1938. Now, only one, by Amtrak, is operated, and it runs only three days a week, either east or west.

In peak summer and fall fruit and vegetable seasons, the power needed to roll these trains out of Roseville was hard to get. Locomotives were always in short supply. A derailment or other power interruption blocking the normal power movement into and out of the yard caused an overflow of cars. Many trains were kept out of the yard until power was available. Now, many eastbound trains have SP units going through to North Platte, Neb., and often a westbound train from the east will have more Union Pacific units than SP units. Both locos and cabooses are interchanged.

Helper engines operate today on east and westbound runs to and from Sparks and Ogden, but not on trains under 4,000 tons except when the weather is really bad. If the train exceeds 4,000 tons up to 5,000 tons, one helper is assigned, usually behind the caboose. In trains over 5,000 tons, from two to three helpers are placed about 18 cars ahead of the caboose, with more units added according to weather conditions. Regardless of the number of units, a helper engine has only one engineer and no firemen. The head end may have from four to six units, depending on tonnage; they use only one engine crew.

Circus and carnival trains with their animals, cages, tents, and other paraphernalia loaded on flatcars were the forerunners of today's piggyback trains.

Roseville now has an up-to-date "hump," or retarder, yard—in fact, a double hump located between Roseville and Antelope. The latter can simultaneously hump two trains. Those from the north and east are separated on bowl tracks 1 to 21. Those from the south and west are separated on tracks numbering from 22 to 49. Between the two retarder yards you can see crossover tracks. These allow for separations out of the normal pattern.

This yard has 20 receiving tracks and a modern "rip" (repair) track. At the Antelope end of the receiving

tracks a camera transmits closed television pictures to a screen at the yard office. At the top end of the east and northbound tracks, where west and southbound trains enter, is another TV camera. These two closed television receiving sets stand side by side so that inbound trains can be checked from both directions.

When a train is about to enter the yard from either direction, a warning sound alerts the television clerk to check, car for car, against the computed train consist. No other physical check of the trains is made. The master retarder operator checks each car for number, contents, weight, and destination. Then he touches a button, which requests the speed according to weight and contents. The car is now on its way to another operator who controls the switches in a span of seven tracks. After passing the two operators, it drifts down the right track and is stopped automatically at the end of the track.

Each car goes through the same operation until the train is fully switched. Cars for special handling are shoved instead of being humped. Their loads include explosives, dangerous piggybacks, and livestock. Both hump yards use the same procedure.

In 1938, a train entering the yard had to wait for the conductor to deliver waybills to the yard office before the clerical work could be started. He usually walked. Now he and his crew are brought from the train by company bus, and waybills arrive sooner.

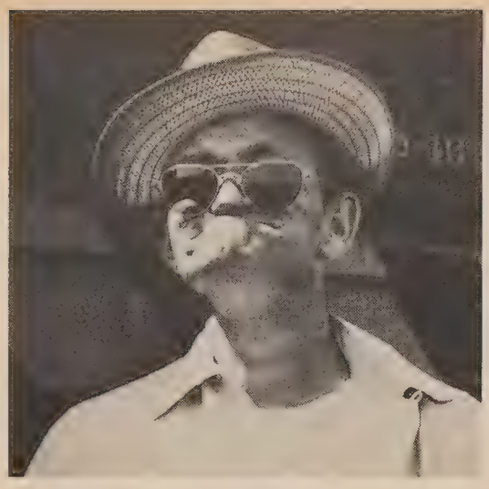
Also in 1938, after the waybills arrived at the yard office, a clerk had a three-copy switch list, with the waybills; this showed the initial, car number, and contents. He checked each waybill against the list, watching a special board to note diversions. At the same time, he called out the car numbers and destinations to another clerk, who made tags showing each car's destination. After a train had been properly recorded on the tags, the second clerk would tack these cards on the individual cars.

Waybills brought to the yard office by a conductor are checked for correct information against the inbound

Phoning the yardmaster, switchmen Lozar (standing) and Henry get instructions.
Photograph by Herb Joiner

Piggyback traffic is heading over the crest at the Roseville Yard.

An unidentified tower control man busy in the big yard.



Roseville switchman Sam Thomas impersonates "Popeye the Sailor Man." It makes a hit with fellow railroaders.

consist. Changes such as diversions, are made where necessary. Then the new consists are sent through a tube to the hump yard. The yardmaster at the hump turns over copies of the lists to the hump engine foreman and the retarder operators.

After "car toads" have inspected a train and made light repairs, replaced brakeshoes, and oiled the journal boxes, the train is turned over to the hump yardmaster to be retarded.

Car toads today are assisted by motorized scooters, which carry them and their tools, brakeshoes, and oil, etc. In the old days, men walked in pairs, one on either side of the train, inspecting, pulling airbrake levers, letting out the air left in the brake cylinders, pulling journal-box lids, and examining hand-brakes and couplers for breaks or cracks. It was a slow job. An oiler followed, adding waste and oil where necessary. Today, most of the work is done by riding scooters, which speeds up both inbound and outbound trains.

After the train has been delivered to the hump yardmaster, the latter turns over the IBM lists to his switch foreman and the two retarder operators. The switch foreman then brings the train from the receiving yard to the top of the hump.

After a train has been humped, it is assembled by the lead-switching method of picking up the cars from the retarder yard and bringing them into the outbound train yard. There air-hoses are coupled, air tests are made, and the units are coupled on. If the air tests check out, carmen remove the blue flags and the train is ready for departure. Signals that were formerly given by hand in daylight or by lantern at night are now done by walkie-talkie radio.

The communication tower located at the end of the yard office is protected on three sides with green glass to keep out the sun glare. It takes 44 steps to get into the upper part of the tower. Built of concrete and steel in 1952, air-conditioned for heat in winter and cooled in summer, it is theoretically an ideal place to work in. But when I first went there, the air-conditioning was often in bad order. I sweltered in summer and shivered in winter.

The 128 speakers in this tower allow communication from strategic points in the yard between switchmen, carmen, engine crews, and other employes. Two tower radios contact inbound and outbound trains within a radius of several miles. Three telephones are used by two yardmasters and one clerk.

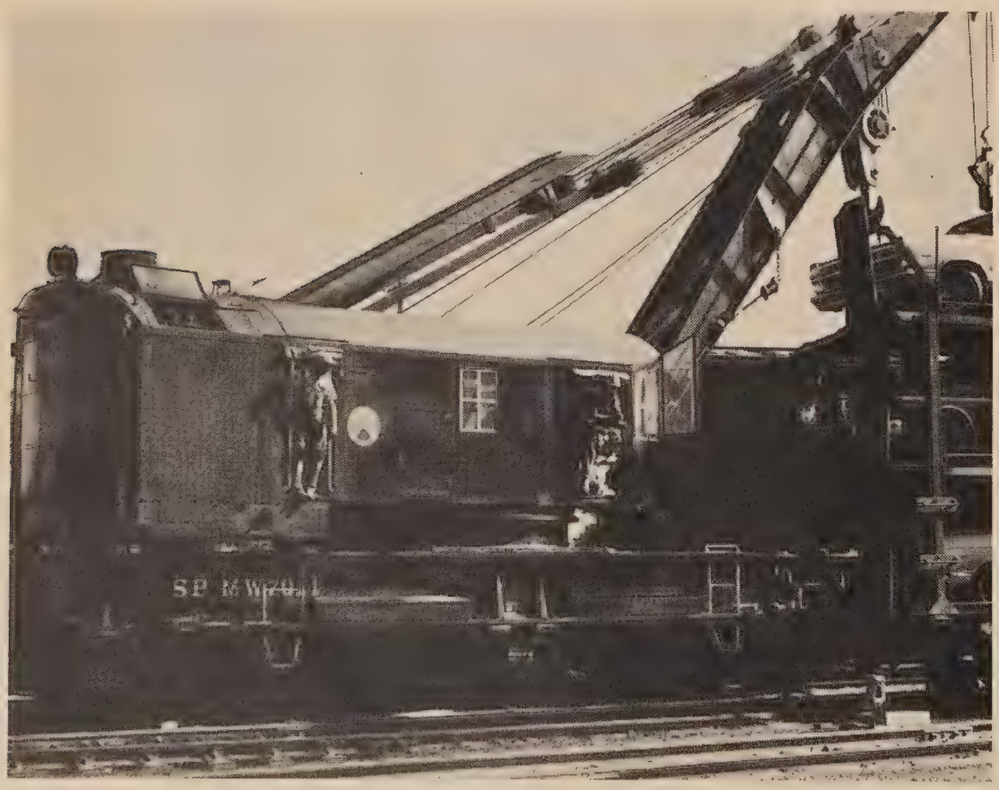
By consulting the chief dispatchers, the terminal superintendents, and their assistants and by studying the inbound consists, the yardmaster plans the outbound trains, ordering the power units, head end, and helpers. These orders he gives to the clerk, who relays them to the proper people for the final operation. The clerk also makes records of the trains, the names of the train and engine crews, times on duty, departure, and terminal delays.

The yard detective, or "bull," inspects the seals on important shipments and on piggyback automobile loads. He must stay with a missile shipment from the time of arrival until its departure. Some bulls use motorcycles. Others walk on inspection trips with trained police dogs.

Robbery of freight cars has always been a major problem for the bulls, who are constantly looking for unauthorized persons in railroad yards. Today, however, there are extremely few cases of hoboes riding the freights.

After seven years of railroading on the Katy, Union Pacific, Santa Fe, and Western Pacific, I hired out to the SP as a "staff operator" in 1925. Since then I have seen plenty of changes. Car lengths have gone from 36 to 85 feet, while the freight equipment I used to know—box cars, flat cars, stock cars, and tank cars—have been diversified into a long list of specialized cars too numerous to mention. On the ecological front, for example SP designed an experimental flat car with side panels which can handle 115,000-pound loads of mashed auto bodies. Requiring only minimum tie-down, this high-capacity car replaces conventional gondolas for such traffic.

Finally in 1963, with a pang of regret, I quit railroading forever and ceased to be a part of the Roseville Yard I still love. ●



The big hook, SP MW 7014, is ready night and day to answer calls at Roseville.

Both photos on this page by Herb Joiner

This isn't a scene at Roseville Yard, although the SP hook shown on facing page does some real heavy work. You are looking at a giant stripping shovel at a coal mine near Percy, Illinois. Manufactured by Erecting Services, Inc., a subsidiary of Marion Power Shovel Co., Marion, Ohio, it can cut in half the time needed to unload an 18-car train, to about 54 hours, by lifting each car, weighing at least 100 tons loaded, with a 125-ton Clyde derrick, using heavy cable slings. Car is then dumped and returned to railroad siding. There were no such machines at Roseville or anywhere else in the "old days."

In gay mood, Dwight Smith and wife, "Gee," with chilled champagne, hailed the arrival of 0-6-0 No. 7470 at Portland, Maine, in Grand Trunk way freight from Island Pond, Vermont, in October 1968. Photograph by Olson, Portland Press Herald

INTERESTING RAILFANS NO. 106

DWIGHT A. SMITH

by FREEMAN HUBBARD

Seated at his desk, Dwight can look up at a wall that is closely hung with railroad photographs. Beside him are a metal filing cabinet and part of his collection of public timetables.
Photographed by "Gee" in May 1971

LIKE many of our *Interesting Railfans,* 46-year-old Dwight A. Smith, Jr., nicknamed "Bud," is both a railroad company man and a hobbyist. Besides being Portland regional sales manager for the Boston & Maine, he belongs to two fan groups, the National Railway Historical Society and the Railroad Enthusiasts. He owns some old railroad cars and a former Canadian National 0-6-0 steam switcher, No. 7470, class O-18-a, vintage of 1921. These have been starred in a Paramount feature movie to be released next year. Also a rail photographer and a model builder, Bud is hopefully engaged in setting up a steam tourist road at North Conway, N.H.

Dorothy Lehan, who has been working with him for 11 years on the B&M, describes our subject as "smart, alert, and considerate, but very aggressive in business, so much so that at times he is not too popular." She adds: "Anything Dwight wants he goes after and usually gets. Although he is a good family man, you know who is boss in his home."

No. 106 was born January 16, 1925, in Baltimore, Md., a sea captain's son. His sister Beatrice ("Bee"), who is older, recalls him playing with his first electric train for hours at a time when he was little more than a baby. When he was about three the family moved to Brooklyn, N.Y., with a summer home at Groton, Vt. From their rustic porch at Groton they could look across a ravine at a railroad main line: the Montpelier & Wells River, later the Barre & Chelsea, now abandoned.

"Its little trains had a vital role in our lives," Dwight tells me. "We arose in the morning to the screaming whistle of train No. 2. Then mother gave us a mid-morning snack as No. 1 chugged up the valley. We usually were swimming in the brook while No. 4 came by in the afternoon; and after dark, when No. 3 passed our house, its engine belching smoke and sparks, we were supposed to be home eating supper. One sad morning our beloved pet dog got entangled with the drivers of an eight-wheeler, No. 13 on train 1, and had to be killed mercifully with a neighbor's rifle, while Bee and I wept."

Bee says: "We were friendly with the crews and used to hand them our letters to mail. Once a week we'd make a family expedition to the depot to get weighed on the freight scales there. Mother kept a record of our weights in a small notebook."

Bud remembers shopping trips with his mother and Bee to nearby towns, which enabled him to see big passenger trains on the B&M, the Maine Central, and the Canadian Pacific, as well as the

Dwight made this shot from the porch of his Groton, Vermont, home 20 years ago. Train is Barre & Chelsea's No. 1, with GE 70-tonner 13, en route from Woodsville, New Hampshire, to Montpelier, Vermont. What a sight from a front porch!

Wedge snowplow on Maine Central at East Baldwin, Maine, in March 1969.

comings and goings of the M&WR and the St. Johnsbury & Lake Champlain.

When his father's ship was in port, the lad often spent a day aboard. From her deck he would gaze landward in fascination as saddle-tankers of the New York Dock Railway shuttled freight cars about the wharves and warehouses.

In his senior year at Dartmouth College, Dwight was asked by a professor what kind of career appealed most to him. "I'd like to live in northern New England and work for a railroad," was the reply. The prof then had him interview E. S. French, president of the Boston & Maine; and in Feb. '47, two days after his graduation, Bud became an office boy in that road's freight traffic department in Boston.

He is still with the B&M, even though the company has had to cut the number of its employes from over 14,000 to less than 4,000. Together with his staff of three salesmen and two clerks, Dwight is responsible for all freight sales and services in a highly competitive area comprising Maine and the Canadian maritime provinces.

For four years he worked at Concord, N.H., and lived in nearby Suncook, where from his kitchen window in December '52 he saw the last train of the Suncook Valley Railroad wind its way down the valley to oblivion. He then moved to Charlestown, N.H., as general manager of B&M's Springfield Terminal Railway. By 1956 the ST had become the only trolley freight line left in northern New England; but Dwight sold its overhead copper wire and its two electric locos that fall and bought a used 44-ton diesel, thus dieselizing a one-of-a-kind electric road.

"Faced with the immediate need to rebuild the power-station flumes or pay a huge power bill," explains J. Emmons Lancaster, a Maine Central official and treasurer-clerk of The 470 Railroad Club, "and realizing that the scrap value of the wire alone would equal the cost of a rebuilt switcher, Bud dieselized the ST. He saved additional expense by reducing the train crew (the diesel needed nobody to guide a trolley pole while backing up in the switching) and used the proceeds from the sale of trolleys and the two electric locos at far better than scrap prices."

In doing so, he preserved the old equipment, selling a snowplow, a line-car, and a passenger car to the Connecticut Electric Railway Association—you can see them today in the association's museum at Warehouse Point, Conn. The two ST electric locos were moved on their own wheels to the Cornwall Railway, Light & Power Co. in Ontario. (Recently, CP Rail took over and dieselized the Cornwall line. Maybe some reader can tell us what happened to the two former ST electrics.)

From 1943 to '46 he served in the U.S. Navy, which temporarily stopped his railfanning. But he had some interesting train rides while in service, including three trips by coach from coast to coast within a 30-day period. Who can equal that record? After the war, he resumed rail photography and began adding color slides to his collection.

Prior to 1959, when Dwight moved to Portland, Maine (where his present address is 97 Bartley Avenue), he had been railfanning alone; but in Portland he met and teamed up with Emmons Lancaster. Beginning in 1963, the two men have been taking railfan jaunts together every year.

"We log from 3,000 to 4,500 miles per trip in Emmons' station wagon," says Bud, "camping out and getting our own meals. We share expenses and take turns at the wheel. These outings are planned months in advance to cover short lines and other rail activity as far west as Iowa, as far south as Georgia, and as far north as Minnesota. We return home with tapes, slides, movies, and prints, and write the story of our trek for The 470 Railroad Club's newsletter, *The 470.*"

Dwight's photos have appeared in *Railroad Magazine* and *Trains*. . . .

"The controversy over rail-girl photos in your magazine is good," he comments, "because controversy keeps a magazine lively. I go along with your policy so long as the girls are pretty and each shot has a rail motif."

Dwight Smith has a trim figure and weighs 170 pounds. According to standard charts, this is ideal for his height, 5 feet, 11 inches; but he says, "I haven't the will-power to give up rich desserts." His blue eyes sparkle with good health; his full head of hair and sideburns are sandy-colored; and he wears glasses only when reading, as I do.

In 1945, a few days before VJ Day, he met a rather tall, well-bodied, and comely brunette named Gertrude E. Evans, nicknamed "Gee." She bewitched him and they married in 1948.

"On our honeymoon," she informs me, "we went to see the steam-powered Mt. Washington Cog Railway, but at that time we couldn't afford to ride its train. Years later, when we could afford to, we didn't. Instead, we drove our 1931 LaSalle touring car up the winding highway to the mountain top."

Not a railfan herself, Gee admits,

Railroad Enthusiasts' "snow train" has just pulled into former Boston & Maine passenger station at North Conway, New Hampshire, in blizzard of last February.

All photos on these two pages by Dwight A. Smith.

"I don't know how many railroad cars my husband owns." We'll let you in on a secret, Gee: he has nine. Also a steam locomotive. The Smiths have five children, born in four different New England states: Martha, Dwight, Eric, Laurel, and Ralph.

Aside from his rail interests, Bud has been elected to such jobs as Sunday school superintendent and the president of a men's club, a chamber of commerce, and the Maine Traffic Club. One of his hobbies, like the late Lucius Beebe's, is antique automobiles.

"Whenever we take off for an antique auto rally together," says Carl R. Barker of Falmouth, Maine, "Bud always shows up adorned in an engineer's peaked cap and a traditional red bandanna. His family and mine have enjoyed many trips through the Maine countryside in our respective antiques."

Among the framed pictures adorning the Smith home are a Portland & Rochester wall timetable, dated 1899; a lithographed map of the B&M system, and some railroad prints. A corner wall in Bud's basement beside his desk, file cabinets, and work bench is lined with framed b&w photos, mostly steam, taken by himself.

"My railphoto collection is nearly all my own work," he says. "I have done very little trading of prints or negatives, but sold most of my b&w negatives through your *Switch List.*"

He boasts some 2,000 feet of 16mm color movies, all live steam; about a dozen photo albums of b&w prints, and 3,000 or so 35mm color slides; and he shows his movies and slides at meetings. His railroadiana includes an impressive shelf of books and numerous timetables, maps, and ICC releases on abandonments. Like most fans, Bud also has files of *Railroad, Trains,* and some *Official Guides.* He is rather proud of his blue-and-white enamel B&M station signs, a builder's plate from a Suncook Valley 2-6-0, a pot-bellied depot stove, lanterns, oil cans, and picture postcards.

Right now he is gathering data on steam locos and cars, for which he already has a 1926 *Locomotive Cyclopedia* and the complete ICS course on steamers, for use in the restoration of No. 47. Previously he scratch-built HO scale passenger cars and structures, winning several first prizes in the only National Model Railroad Association contest he ever entered. He took the overall prize for a model of the Maine Central station at Crawford Notch, built from original plans. This little gem has an octagonal tower and stained-glass windows.

Toying with the idea of founding a small tourist railroad, he began dickering in 1968 with the owners of the former B&M branch terminal at North Conway, which includes a large passenger depot, a freight house, a section-car house, a car remodeled into a bunk room, a four-stall roundhouse, an 85-foot turntable, and about six acres of land; and these owners have agreed to work with him on the project.

Here is the same engine you saw on page 36: Dwight's No. 47, former Canadian National 7470, class O-18-a, as she appeared in B&M yard at Dover, N.H., when dressed for troop-train role in Paramount film production, "A Separate Peace."

In that same year he bought the former Canadian National steam switcher 7470 and moved her from Sarnia, Ont., to Portland. The 850-mile trip with a speed restriction of 15 mph took ten days. Renumbered 47, she now rests on a Portland Terminal storage track, where volunteer railfans are helping to restore her.

Our hero has purchased 35 coach seats from "The Station" restaurant at Ithaca, N.Y., and from other sources he obtained a wooden-bodied baggage RPO car and vestibule coach, one of MEC's first all-steel coaches, a former C&O caboose, and four boxcars. Except for the caboose, which is coupled onto the 47, his cars are scattered around various locations in Maine and New Hampshire, awaiting the day when and if the Conway Scenic Railroad can be organized and operated. Before it could happen, many hurdles must be leaped. Meanwhile, Dwight Smith, with sublime faith, continues to pour time and money into the project.

Last winter, in producing the movie "A Separate Peace" in and around Exeter, N.H., Paramount Pictures used Bud's engine and four of his cars, after he and some friends had toiled madly to get them into condition for the job.

"No. 47 looked great with a black smoke plume caused by the combustion of old diesel lube oil filters in the firebox," railfan 106 enthuses. "An offscene B&M GP-9 pushed and pulled her to and fro before the cameras. As my wife said, the filming was a wonderful morale booster. It was good to see the 47 moving, and bringing in some cash, after months of inactivity."

Emmons Lancaster recalls how she was restored: "One of our first jobs was to clean and scrape her and sandblast the tender. Then we applied several coats of paint. The preserving coats were of varied shades—red and yellow, with a final black coat applied only hours before she faced Paramount's cameras. The engine and cars were reglazed and relettered under my direction as a Paramount employe on vacation from the Maine Central."

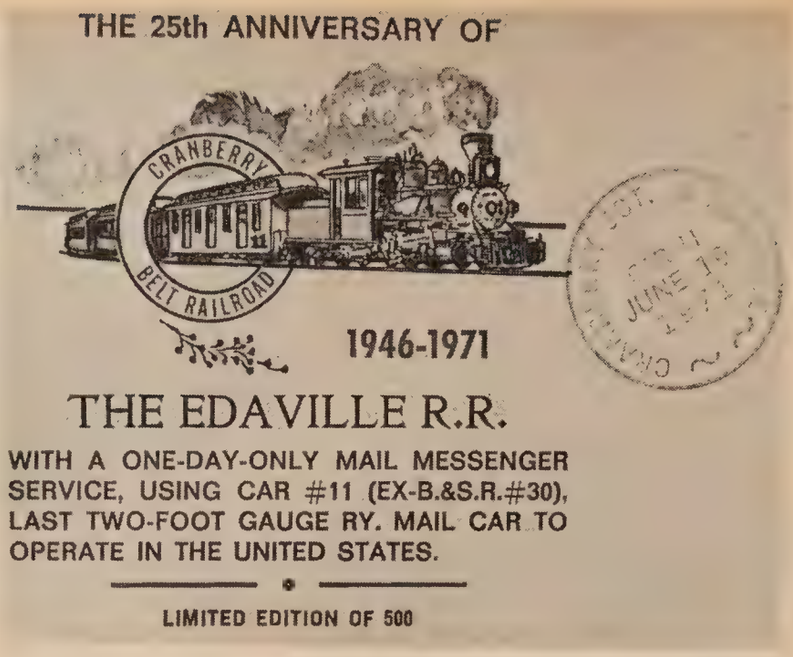
"The most appealing parts of your magazine," tells me, "are the photos, *Interesting Railfans,* and such departments as the *Switch List, Hobby Club,* and *In Search of Steam;* but sometimes Mike Eagleson angers me by insisting that the owner of a steam engine should restore and paint her to what she was originally, or be damned forever for showing ingenuity or business sense."

Dwight Smith has served on every committee The 470 Railroad Club ever had. This club, the Portland Chapter of the Railroad Enthusiasts, meets monthly in a remodeled MEC wooden combine. Dwight has been vice president of the RRE; also, on the local chapter, president, member of the board of trustees, and is currently editor of its monthly bulletin.

In 1967 he compiled an up-to-date guide to the railroads in Maine, New Hampshire, and Vermont, taking two field trips to gather photos and information and hiring a draftsman to draw two maps. This guide, *Northern Rails,* sold its entire press run of 2,000 copies and is now out of print. ●

Jubilee at EDAVILLE

Edaville Railroad, which has been carrying passengers and freight for 25 years in the cranberry country around South Carver, Mass., celebrated its anniversary with the issuance of a special cachet (right). The die was purposely destroyed in the firebox of No. 4 at the end of the day.


THE 25th ANNIVERSARY OF
CRANBERRY
BELT RAILROAD
1946-1971
THE EDAVILLE R.R.
WITH A ONE-DAY-ONLY MAIL MESSENGER SERVICE, USING CAR #11 (EX-B.&S.R.#30), LAST TWO-FOOT GAUGE RY. MAIL CAR TO OPERATE IN THE UNITED STATES.
LIMITED EDITION OF 500

Photographs by Joe Mannix

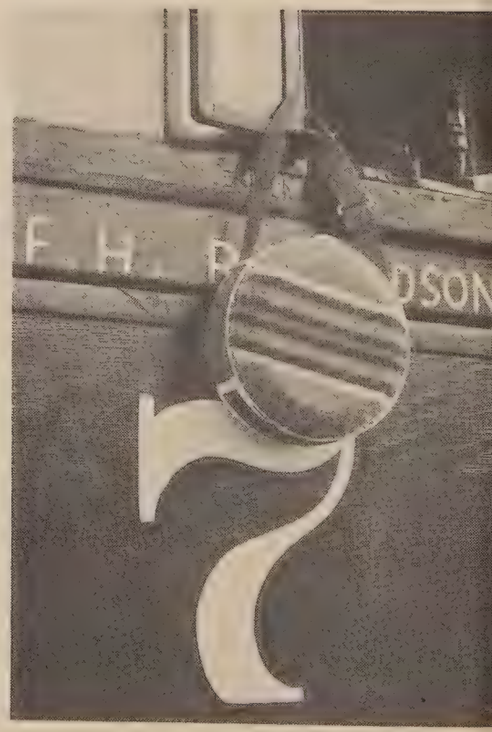
Five lucky fans won a ride over the Edaville in this rail buggy. It's likely to be a long time before they get another such chance.

With George Bartholomew, new owner of the Edaville, at the throttle, narrow-gage engine No. 7, a 2-4-4T, heads a freight into Edaville Center on June 19th, with part of the cranberry bogs in left foreground.

No. 5 is a more recent addition to the Edaville Railroad roster. She is an 0-4-0T which used to run on the Pleasure Park amusement line. Edaville's rails are two feet wide.

Joe Ferguson, a rail-fan from Flushing, N.Y., and employee of a firm building a 28-mile monorail in Mexico City, gets set for some old-style railroading.

Water canteen. Fireman of No. 7 has the right idea. It gets mighty hot along the tracks through the bogs.



View from cab along Edaville's narrow rails.

Mrs. Ellis D. Atwood, widow of Edaville's founder, and George Bartholomew, present owner, look at copy of a new book he had presented earlier to Mrs. Atwood. Author William K. Viekman is in center. Name of the road came from Mr. Atwood's initials, EDA, with "ville" added as a suffix.

Three of Edaville's steamers line up in the morning haze at the start of the big 25th anniversary day.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***What can you tell me about the Algoma Central?***

Formerly called the Algoma Central & Hudson Bay Ry., it runs in Canada from Sault Sainte Marie, Ont., northward to Hearst, Ont., where it ends about 300 miles short of Hudson Bay. A branch operates from Hawk Jct. to Michipicoten. There are several interchanges with the Canadian National and Canadian Pacific. The line was established in 1899 as the Algoma Central Ry. (The name "Hudson Bay," added in 1901, was dropped years ago.) It has about two dozen GM diesel locos and more than 2,000 freight cars, with one passenger train a day in each direction. A description of the line appeared in *Railroad Magazine* for Feb. 1950.

2 ***Did the U.S. President ever have a private car named Potus?***

Not exactly. POTUS, an acronym for President Of The United States, was used by railroad men and government officials as a code name referring to the President's special train and its movements. The last presidential private car was the armor-plated Pullman *Ferdinand Magellan,* leased by the Association of American Railroads to the Federal Government. President Truman was the last to make extensive use of it; President Eisenhower authorised its disposition, and it is now on display at the Gold Coast Railroad, Fort Lauderdale, Fla. The President's special train often consisted of many cars—sometimes ten or more, besides the *Magellan* —to accommodate security agents, railroad personnel, reporters, supplies, etc. President Nixon does practically all of his traveling by automobile and air.

3 ***I'm told that the* National Geographic *Magazine once had an article about American railroads. Which issue was it?***

We know of two, both feature articles, and now avidly sought by collectors. The first was April, 1923: "America's Amazing Railway Traffic," telling of the marvels of domestic railroading at that time and stressing their magnificent job in moving America's passengers and commerce. Latest developments in high-powered steam locos and in mainline electrification also were depicted, as well as some history. At that time our railroads were at their peak, and their operations were wonders of general interest.

The other issue was Nov., 1936: "Trains of Today—and Tomorrow," at a time when the streamliner era was getting under way. Portraying the roads' recovery from the Depression and their revitalisation of passenger service with streamlined trains, fast schedules, new locomotives, and so forth, it featured the speeding-up and increase in volume of traffic, plus new developments in stations, equipment, and facilities. Both articles are profusely illustrated. Who can tell us of other non-rail magazine issues featuring railroad articles?

4 ***Aside from museum lines, is any Chicago, Aurora & Elgin equipment still in use?***

We don't believe so. The only items from this electric line which we know to have been preserved were the interurban cars sold to museums. Possibly some track equipment, rail, or signals wound up on another line.

5 ***Why were the throttle valves on some steam locos placed inside the smokebox instead of in the steam dome?***

This was done mostly on later locomotives, particularly those using superheated steam, to cut down the long distance the steam had to travel through the dry-pipe and thus allow dryer steam to reach the steam-chests; the greater heat retained by the steam could do more work in the cylinders.

6 ***Could an ordinary two-cylinder steam locomotive operate on only one cylinder?***

Under certain circumstances, yes, but not very well. If a piston or a rod broke, or a cylinder head blew out, or a valve became inoperative, the troublesome parts would usually have to be disconnected from the rest of the working-gear. Then, provided the piston in the opposite cylinder had not stopped on dead center, the loco could be started up on the good cylinder and, with careful handling, might get up enough momentum to keep running. Any such operation would require expert manipulation of the reverse gear as well as throttle.

7 ***What was the longest distance one could travel in a sleeping-car in the U.S.A. without changing cars?***

Tourist cars used to operate between Washington, D.C., and Los Angeles, Calif., via Southern Ry., Western Ry. of Alabama, Atlanta & West Point, Louisville & Nashville, and Southern Pacific; total distance, 3,163 miles. If there were any longer routes for sleepers, we don't know of them.

8 ***I saw an old silent movie, "Perils of Pauline," in which a villain tied her to a track in front of an oncoming train. Did that ever happen in real life?***

We don't think so, but maybe a reader knows of such a real crime.

9 ***Were the Delaware & Hudson's E-6a Consolidations the heaviest of all 2-8-0 type locomotives?***

No, but they came close. The D&H engines weighed in at 296,000 lb., with 265,500 lb. on the drivers and a tractive effort of 67,150 lb. The Western Maryland's H-9 and H-9a Consolidations had a total weight of 309,910 lb., with 287,910 lb. on the drivers and a tractive effort of 68,200 lb. (H-9) and 71,500 (H-9a). Heaviest were the locos of the Reading's I-10sa class: 322,690 lb. total, 291,570 lb. on the drivers, and 71,000 lb. tractive effort. Bert Pennypacker is our source of this data.

10 ***Have any new designs of industrial locomotives been developed recently?***

Yes. For example, Atlas Car & Manufacturing Co. is producing an automated electric loco for coke-quenching under high-temperature conditions. The 4-wheel unit is used to propel a coke-quenching car from the coke ovens to the quenching station, and then to the wharf. It has full magnetic reversing plugging-type control, and includes an operator's cab, allowing optional manual or remote control. The new unit is of 20 tons capacity; similar locomotives can be built of up to 30 tons capacity.

11 ***Aside from availability of fuel in some areas, was there any mechanical***

advantage to burning oil instead of stoker-fed coal in steam locomotives?

Yes, where oil was available more cheaply than coal. Oil-burners tended to maintain a more even steam pressure because of the steady rate of combustion, and the fire could be slacked off quickly when coasting or standing, affording better fuel economy. Of course, a good fireman could do very well with a coal fire, too, depending on the design and operating characteristics of his locomotive. Still, in 1930 it was estimated that oil-burning steam locos saved about eight percent in fuel costs over coal-fired locos, generally.

12 ***Is the official whistle signal for a grade crossing two long blasts and two short, or two longs, a short, and a long?***

Practice varies among different railways. Originally, the two long, two short version prevailed, but now most lines seem to use two longs, one short, and one long—apparently because the final blast can be sustained while the engine approaches and passes over the crossing.

13 ***What do the terms "high-volt" and "low-volt" mean when applied to electric rapid-transit cars?***

This refers to the method of controlling the electricity to the motors. In the older cars, simple high-voltage controllers had the line voltage (usually 600 v.) fed right into the motorman's controller, where contactors would form circuits for series, series-multiple, or full multiple operation of the traction motors, depending on manipulation of the controller handle.

The safety question led to development of the low-voltage controller, used on most cars built in the past fifty years or so. In this system, the main controller is mounted under the car floor, and its moving parts are actuated by a low-voltage motor (usually 37½ v.), which in turn is controlled by the motorman's controller, the latter having only the 37½ v. circuit fed into it. This low-voltage controller usually draws its power from storage batteries which are charged from the third rail or the overhead wire.

14 ***Which railroad was called the "crookedest in the world"?***

Several roads claimed that title, but the best-known one was California's Mt. Tamalpais & Muir Woods Ry., across the Golden Gate from San Francisco. Built in 1896, it was extended in 1907 for a total of 11 miles. In those 11 miles were 281 curves and several steep grades as sharp as 7 percent. Longest section of straight track was only 413 feet. In one area, the track parallelled itself five times within 300 feet as it doubled back and forth. This standard-gage line was built as a logging road, later becoming a scenic railway using both open and enclosed observation cars. Oil-burning Shay steam locos were used —what else could have negotiated such a crooked "streak o' rust"? Line was abandoned about 40 years ago.

Union RR. employe operates a "scissors" switch. (See question 6, Sept. dept.)
Courtesy of Union Railroad Co., Pittsburgh, Pa.

15 ***What is a "side-door Pullman"?***

An old hobo term for boxcar.

16 ***How many divisions did the New York Central's main line between New York and Chicago have in steam days?***

Ten. From New York to Chicago, they were: Electric, Hudson, Mohawk, Syracuse, Buffalo, Erie, Cleveland Union Terminal, Cleveland, Toledo, and Western.

17 ***Is it dangerous to ride a trolley car in a lightning storm?***

No, because the motorman is not a conductor. That, of course, is an ancient joke. The answer still is no.

Running Extra

ASIDE from Crown Metal Products, another builder of live-steam miniature locomotives is the Sandley Light Railway & Equipment Works of Wisconsin Dells, Wis. They've been in business for years and also manufacture midget cars and coaches. They do fine work—recently, they rebuilt two live steamers for the Brookfield Zoo in Chicago. Anyone visiting Wisconsin Dells or the Milwaukee Zoological Gardens during the summer should stop in to see this equipment. Both places operate miniature train services.— Kenneth G. Klein, 301 Royal Ave., Rockford, Ill. 61103.

Regarding a query in July dept., America's oldest operating name train is the *Florida Special*, inaugurated in Dec. 1887 or Jan. 1888, which makes it over a year older than the *Del Monte Limited*. Tentative Amtrak plans call for operation next year during the winter season.—Seth Bramson, Miami Beach, Fla.

Is Handlin-Buck still in St. Louis making railroad accessories? This old firm started business before the turn of the century.— Wm. D. Combs, 1515 18th Ave. Drive W., Bradenton, Fla. 33505.

Answering Len Moscaritolo (July dept.) on the reasons for a steam locomotive tender being coupled behind a Western Pacific FP7A diesel is Biff Byrum, P.O. Box 13091, Sacramento, Calif. 95813:

"No FP7 was never equipped with a drawbar on the rear as Mr. Moscaritolo claims. The only diesels with such drawbars were EMD's FT model, which had one standard coupler and one drawbar on each unit of an ABBA set. I never heard of a tender used to supply a regular coupler to hook the rest of the train onto. It is unnecessary, except possibly in an emergency. The FT's drawbar was not permanent and could easily be removed and replaced with a coupler shank. I believe the last FT's operating anywhere, on Mexico's Sonora—Baja California RR., are so equipped. Many of the Southern's FT's were so modified.

"It is quite possible that the tender

in the photo you ran was carrying both water and diesel fuel. Obviously, the engine is not equipped with a steam generator water tank, so the tender must be carrying water. I thought that WP had diesel-fueling facilities on the east end of Salt Lake City by 1950, but it is possible they didn't at all terminals."

Besides getting railroad caps from hobby shops, railroad museums, and tourist lines, you can obtain them from Kromer Cap Co., 625 N. Milwaukee St., Milwaukee, Wis. 53202.—Karl Parmenter, 2261 Pattiglen Ave., La Verne, Calif. 91750.

In response to the question whether Erie Lackawanna handles any of the auction fruit business today, the answer is yes. Recently, an old-timer told me that the Erie once hauled most of the fresh fruit and vegetables bound for New York City. In later years, the New York Central took away most of this business because of NYC's better and faster access to New York markets. After the Penn Central merger, though, EL started to get this business back, the reason being late arrivals by PC and increase in the use of TOFC for fresh fruit shipments. Erie Lackawanna's huge piggyback facility at Croxton yards is very close to the tunnel leading to New York.

Presently, EL's hotshot 100's and TC's run with many refrigerated cars and trailers on flat cars, loaded with fresh fruits and vegetables bound for New York.—John A. Scesny, 780 Long Island Ave., Medford, N.Y. 11763.

From 1907 to 1911 I was a fireman on the Boston & Maine (I am now 85 years young). Not too long ago I heard of the death, either in a wreck or from the effect of a wreck, of a favorite engineer of mine named Arthur Fernald. Does anyone know the details?—H. W. Nickerson, Orleans, Mass.

As to whether Seaboard Air Line ever owned any Alco FA-1's and FA-2's, SAL had six FA-1's working out of Wildwood, Fla. Numbers were 4200-4202 ("A" units), and 4300-4302 ("B" units). I saw the 4301 as late as 1965 working with a GP-9 at Pompano Beach.—Phillip J. Scharf, Longwood, Fla.

I need information and history on the Gulf & Ship Island RR.—James M. McDonald, 224 Division St., Boonton, N.J. 07005.

I'm trying to compile a history of the narrow-gage Pittsburgh Southern Railroad (formerly, Pittsburgh, Castle Shannon & Washington) that operated between Pittsburgh and Washington, Pa., from 1876-1882, including its branches and earlier and later lines with which it was associated. These were the Pittsburgh & Castle Shannon, Little Saw Mill Run RR., the unfinished Greensburg Extension of the Hempfield RR., Ohio & Baltimore Shortline, and Baltimore & Ohio Shortline. Details are very scant, photos almost non-existent. Any info. will be appreciated.—Edward Bass, 345 E. McMurray Rd., McMurray, Pa. 15317.

I am looking for info. and photos on the unusual tender "doghouses" on Kelly Creek & North Western locos 1 and 2, especially pix and dimensions of tender for No. 2, where the brakeman had a room across the width of the tender, built into the rear of the water compartment.—W. B. Randolph, 5517-D, Sarril Rd., Baltimore, Md. 21206. ●

Abandonments (June List)

Compiled by Albert Herskovits

Boston & Maine (debtor)—1.9 miles, in Newburyport, Mass.

Milwaukee Road—6.4 miles, Tyndall to Kingsburg, S.D.

Detroit, Toledo & Ironton—1.7 miles, Detroit to River Rouge, Mich.

Lehigh Valley (debtor)—14.4 miles, Aurora to Cayuga Jct., and Cayuga to Cayuga Jct., N.Y.; 2.6 miles, Fleming to Auburn, N.Y. *Total:* 17.0 miles.

Oregon Short Line, Union Pacific—joint abandonment of Thatcher branch, 5.2 miles, in Box Elder County, Utah.

Owasco River Railway—0.6 miles, its entire line, in Auburn, N.Y. (Line was owned by Penn Central and Lehigh Valley.)

Penn Central (debtor)—3.75 miles of Plum Creek branch in Allegheny County, Pa.; 2.9 miles of Bloomfield branch, Roaring Spring to Ore Hill, Blair County, Pa.; 2.1 miles of McCoy Run branch, Glen Campbell, Pa., to terminus in Indiana County, Pa.; 1.25 miles of Upper Canal branch in Williamsport, Pa.; 0.7 miles of Cokeburg branch in Washington County, Pa. *Total:* 10.66 miles.

Seaboard Coast Line—8.5 miles, Croom to Brooksville, Fla.

Southern Pacific—2.2 miles, Tudor to Wilson, Sutter County, Calif.

Total of abandonments authorized by the Interstate Commerce Commission for the month of June, 1971—54.19 miles. ●

Apache Railway No. 700 is an Alco RS-11, built in 1962. This road runs from McNary to Holbrook, Arizona, 72 miles, where it connects with the Santa Fe.
Courtesy of Apache Railway

Arizona Short Lines

Locomotive rosters compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
Apache Railway								
100	1000	FM	ALT 100.6A	B-B	72,000	240,000	1947	
200	1000	FM	ALT 100.6A	B-B	72,000	240,000	1948	
600	1200	BLHW	S-12	B-B	34,000	240,000	1952	1
700, 800 900	1800	Alco Pr.	RS-11	B-B	72,000	260,000	1962	
Magma Arizona Railroad								
8	800	BLHW	S-8	B-B	59,550	298,500	1952	2
9	800	BLHW	S-8	B-B	63,000	202,000	1953	3
10	1600	BW	DRS 6-6-1500	C-C	87,600	292,000	1950	4
San Manuel Arizona Railroad								
1	1600	Alco	RS-3	B-B	53,000	260,000	1954	
2	1600	Alco	RS-3	B-B	53,000	260,000	1955	5
9	1600	Alco-GE	RS-3	B-B	62,500	250,000	1951	6
10	1600	Alco-GE	RS-3	B-B	62,500	250,000	1951	6
Tucson, Cornelia & Gila Bend Railroad								
52	1000	GM-EMD	NW2	B-B	?	?	1947	7

Rosters are based on data from MA's superintendent and traffic manager and SMA's president and are accurate as of first quarter, 1971. For the purpose of our rosters, a short line is defined as a common carrier, listed in either the Official Guide or the Pocket List of Railroad Officials, with a route length less than 400 miles.

Locomotive builders: FM, Fairbanks-Morse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco-GE-American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.

(1) Apache 600 was sold to Southwest Forest Industries, renumbered 600.

(2) MA 8 was originally Medford Corp. 8, then MA 8.

(3) MA 9 was originally McCloud River 31, then MA 9.

(4) MA 10 was originally MR 29, then MA 10.

(5) SMA 2 was sold to Magma Copper Co., renumbered 2.

(6) SMA 9-10 were originally Reading 520-521, then George R. Silcott 520-521, then R.B. Hornberger Co. 520-521, then SMA 9-10 (1970).

(7) TC&GB 52 is listed as owned by Phelps-Dodge.

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

STEEL RAILS TO VICTORY, by Ron Ziel, hard cover, 288 pages, 8x11", maps, tables, index, Hawthorn Books, Inc., $14.95.

That the railroads of all major powers in World War II played a vital part in the outcome is a fact most will agree with and one that would be difficult to deny after reading Ron Ziel's latest offering. The steel rails in the title refer to the Allies, but this photographic history contains scores of well-selected pix of Axis equipment as well, including locomotives, armored trains, guns, stations, bridges, etc.

Many interesting facts are revealed: one photo shows a German expeditionary motor unit traveling on the ties of a railway in the Balkans. The text tells us that the Nazis frequently used railroad rights-of-way to avoid poor roads and blown bridges. Other sections deal with the Russian campaign and the siege of Leningrad, with one photo showing a switcher hauling bags of flour on Leningrad's streetcar tracks. With sporadic rail transport being about the only link with the outside world, we are told that, without it, Leningrad almost certainly would have fallen. Another surprising fact: only 8 British locos were totally destroyed during the war (though hundreds were damaged).

Those who like wrecks will certainly favor this book; mangled steamers were a natural result of heavy Allied bombing as the photos show. There are also many pix of American railroads and the tremendous contribution they made in moving troops and equipment during the war. Layout is good, though sometimes a little crowded; and the text is written in a lively style, but gives too much space to non-rail material.

RAILWAYS OF SOUTHERN AFRICA, by O.S. Nock, hard cover, 244 pages, 6½x9¾", illustrated, maps, index, published by Adam & Charles Black, $16.

First of a series of books on railways of the world—the others to cover Australia, western Europe, North America, and Asia—this volume presents the history and development of carriers in South Africa, Natal, Rhodesia, Kenya, etc. One of the most prolific of railroad authors, O.S. Nock covers a variety of topics such as bridges, types of steam locos, crack trains, signalling, and traffic control, past and present. There are many more photos here than most British railway books; also, 8 full-page color plates. ●

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
DEVELOPMENT OF LOCO ENGINE, by Sinclair	$15.00	($14.25)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
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Union Railroad No. 626, a Baldwin-built AS-616 at Hall, Pa., works string of empties to North Bessemer.
Photographed in 1954 by Jim Edmonston

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

OKAY, I give up. Somehow a note about Montreal-Worthington came out in this magazine as "Milwaukee-Worthington," and certain railfans roasted me for it. To clear the air, Montreal-Worthington is the new name for Montreal Locomotive Works usually abbreviated MLW, which is how "Milwaukee" got into the act. The company is continuing the old Alco Products line.

Tom Frawley of Teaneck, N.J., caught an error in the printed version of his report. He was quoted as seeing Penn Central C-420's on the West Shore branch, which has to be wrong, because PC doesn't own any C-420's.

I have said that the two Northern Pacific FT's went to scrap last December, but the correct date is April, 1970. The two FT's on the Sonora-Baja-California (SBC numbers 2203-A and 2203-B) are still operating between Mexicali and Benjamin Hill. They are ex-NP 5410-D and 5406-C. The SBC got them in Oct., '64.

Correct the item on Southern Pacific DH-643's (Alco Hydraulics) to read *two* operating, instead of three. Nos. 9800 and 9802 are in service, while No. 9801 is unserviceable at the Sacramento Shops. The Espee's DD-35's are now numbered 9900-9902, while the U-50's are 9950-9952.

Santa Fe has removed all Alco switchers from service in southern California, and SW-7, SW-9, and SW-1200 units now handle their work. The interim GP-30's and GP-35's are on the main again. EMD's SD-55 prototype 4201 is now back on the SP working out of Roseville. (Very soon *Railroad Magazine* will publish a feature article on the Roseville Yard.)

Seaboard Coast Line is still operating a rebuilt FT, says J. Benjamin Lee, 211 Bennett St., Wadesboro, N.C. That road's 317, ex-ACL 317, was rebuilt in 1957 to an F-9AM. The "M" usually means a rebuilt unit. Originally, ACL 317 was built in 1944. Ben says the 317 has been operating through Wadesboro on the SCL's Atlanta line since 1969 in all types of freight service.

A truck-driving railfan, Bob Daniels, 14 Alexander Ave., Merchantville, N.J., spotted two Western Maryland FA-2's, numbered 303 and 304, in Philadelphia and at Emmaus, Pa. That's the first time I ever heard of these units away from WM rails. They were operating on the Reading, naturally coming to it off the WM-RDG pool freights at Rutherford Yard. Both Bob and I wonder if WM is pooling or leasing these units. I'm guessing it's a power pool. At any rate, following their short-lived retirement (see last month's column), it is gratifying to see them back at work. WM 304 is the only one of the four FA-2's painted in the new red, white, and black scheme.

But bad news concerning FA's comes from Preston Cook, 30 Cottage St., South Dartmouth, Mass. He reports that all of Penn Central's (ex-NH) FA-1's and FB-2's are gone from the former New Haven Lines to Altoona, Pa., probably for scrap. With them went Penn Central's last Alco high-hood switcher, also formerly NH, which worked Dover Street Yard in Boston.

Following my remarks on Baldwin power fading out in Cincinnati. H. Buckley, Jr., of Silver Spring, Md., says PC is operating Baldwin switchers of 660, 1000, and 1200 hp. models and two of the rather rare 1200 hp. road-switchers in the area of Washington, D.C. The road-switchers are veterans of the New York Central era in Cincinnati.

Here is the latest word on Long Island Rail Road's use of the Louisville & Nashville's rebuilt FA-2's, as printed recently in the LIRR newspaper, *Long Island Metro Lines*:

On May 25th the first push-pull train went into service, using the first 8 converted T-72 cars and power car No. 601, one of the six rebuilt Alco 1600 hp.

Photograph by H. Buckley, Jr.

Baltimore & Ohio AS-16 No. 6207 rests at Glenwood (Pittsburgh), Pa., in 1956.

locomotives that will serve only as a control car and for train-heat and light power, having no tractive force of its own. A control cable passes through the train from the power car to the regular locomotive at the other end. Trains are pulled west and pushed east by the regular engine, while the power car supplies 600 volts of electricity to light, heat, and cool the former electric cars, now stripped of their third-rail shoes.

The first train was put to work on a familiarization basis, dividing eight daily runs between the Port Jefferson and Montauk branches, getting as far west as Jamaica and Long Island City. As more trains go into service (there will be six) they will be used in a shuttle from the end of third-rail on the Montauk and Port Jefferson branches and the main line to points further east in diesel territory. This will eliminate the irksome change at Jamaica station in Queens. Change will be made at the end of the third-rail.

This interesting news comes from Richard M. Krehl, 75 Front St., Hempstead, N.Y., who adds that he saw four of the Long Island's RS-1's operating between June 9th and 15th. Congratulations to the Long Island on a most ingenious idea! Thank goodness they decided to use FA-2's!

Our current Locomotives of the Month are two Baldwin road-switcher models, the 1600 hp. AS-16 and its six-wheeled sister, the AS-616. As with all Baldwin road switchers in the 1500-1600 hp. range, these two externally look the same except for the obvious differences in trucks; AS-16 riding on four-wheeled trucks while AS-616 has six wheels.

A varitation on AS-616 is easily spotted: unevenly-spaced axles in the truck denote a C-C, or all-axles-powered locomotive, while evenly-spaced axles mean AlA-AlA arrangement, or two traction motors per truck with an idler axle in between.

The locos are long and bulky, with the boxy Baldwin lines and flat ends. Cabs are set far back, making a very long forward hood and a stump of a short hood behind. Radiator grills in the sides of the short hood on some models indicate dynamic brakes. Prominently featured on the left side of the long hood is a squarish bulge beneath the stack, covering the turbocharger.

Just 123 AS-16's were built between 1950-'55, primarily for eastern roads, as this roster points out: Baltimore & Ohio 6200-6215, Erie 1106-1120, 1140; Missouri Pacific 4195-96, 4326-4331; Soo Line 379-380; Katy 1571-1588; Nickel Plate 320-323, Pennsy-Reading Seashore Lines 6007-6016, 6022-6027; Reading 530-554, 560-563, 576-589; and WM 173-176.

Of these, B&O's are gone, as we mentioned before. The four NKP locos were re-engined, two by Alco and two by EMD; at last report they were working for the Norfolk & Western in the Bellevue, Ohio, area. The PRSL is reportedly down to one AS-16. Who has news on the others?

The AS-616, built the same period, numbered 140 units. Owners were: Bessemer & Lake Erie, Chesapeake & Ohio, Milwaukee Road, Chicago & Northwestern, DSS&A (to Soo Line), Houston Belt & Terminal, Kaiser Steel (ex-C&O), Oregon Northwestern, Pennsy, Pittsburgh & West Virginia (to PRR), Tennessee Coal & Iron, Union Pacific, and Union Ry. of Pittsburgh.

AS-616 No. 5566, in original C&O paint scheme, somewhere in W. Virginia in 50s.
Photograph by Jim Edmonston

Photograph by Robert Anderson

Soo Line AS-16 No. 380 at Ironwood, Mich., in 1955. Locos had 4-wheeled trucks.

Delaware & Hudson PA's are in the news again. I learn from R. J. Begg, Box 453, Mahwah, N.J., that D&H 16 and 18 were used by Erie Lackawanna out of Hoboken on its New York & New Jersey branch commuter trains. On its first trip, No. 18 caught fire at Croxton Yard and was replaced by an EL 1200-series freight diesel. The freight engine was supplanted the next morning by No. 16 at Spring Valley and made one trip to Hoboken, where the 16 was stored. No. 18 was stored at Croxton.

On May 28th they both went west, destined for the D&H, in company with D&H U-30C No. 709, which had been badly burned the night before in Suffern, N.Y. This news is sad enough, but even worse is that both PA's had their builder's plates stolen while on the EL. Thus another blow was struck against railfans in general, and don't think that D&H Management won't take notice. I hope that whoever swiped the plates is foolish enough to brag about it.

A Milwaukee Road Engineer, A.W. "Wild Bill" Hellenberg, 1266 Bayard Ave., St. Paul, Minn., rates diesels this way; best road loco, anything EMD. Best switching and transfer loco, Baldwin. Although F-M builds fine scales, their diesels are bummers. Alco engines ride like a "baby buggy," but are too slippery. GE locos, too poor for comment. Wild Bill doesn't give his reasons, but his flair for EMD reflects what I believe to be the view of the majority. I, for one, wonder what's wrong with GE. How about it, Bill? Incidentally, Bill wants to hear from Jim Layton, who was an Alco field representative in 1951 and also a Transportation Corps lieutenant at Ft. Eustis, Va.

I have a request to include mainline electrics in this column. I'm game if you are. Address your diesel news to my home, 792 Farnham Court, Cincinnati, Ohio 45240. ●

Trolley wires have long since come down off Oregon Electric's old Willamette River bridge at Wilsonville, Oregon.

STEVE MAGUIRE'S

TRANSIT TOPICS

THE EXPERTS whom the Massachusetts Bay Transportation Authority sent to Europe to find the type of trolley best suited to replace Boston's present PCC's have selected the DuWag-built articulated cars now running in Hannover, Germany. We expect one or two of these to be shipped shortly to the United States, through efforts of the U.S. Department of Transportation, for tests in Boston and on other surface transit lines, as we reported last month.

MBTA gives several reasons for the selection of this type car. Upgrading of surface streetcar lines by placing them partially in reservations, or in subway or other grade-separated rights-of-way, is being exploited by many German cities. Thus they will make subsequent transit improvements as financing becomes available, and as coordination with other street and urban improvement projects is required.

Boston already has the basic elements which many of those cities are now building. The articulated car as developed and produced by DuWag has been designed for systems similar to the MBTA trolley network, and has been operating in such service for 15 years successfully in many European cities. Surely, such equipment could serve Boston efficiently.

The articulated joint, which permits long cars to operate on sharp curves and in rights-of-way with restricted clearances, has been used in several thousand cars and has proven to be easy to maintain and free of serious problems in derailments or other accidents. The long car offers improved capacity, producing more transportation service for a given amount of equipment than a short car.

Other mechanical features, particularly the DuWag truck and drive system with one motor driving two axles, have stood up well under many years of rigorous service. The cars ride well, are quiet and are easy to maintain and operate. The control and propulsion systems electronically regulate acceleration and braking rates, producing high levels of performance plus a comfortable, safe ride. The cars offer a number of options for emergency braking and for safe operation with various car components temporarily out of service.

The prototype Hannover car, for testing purposes, does not require too extensive modification. The 64-foot car fits within MBTA clearances. It has four doors on each side for fast loading, and adjustable steps to permit loading at both street level and high platforms. It can be operated in either direction and in multiple with similar units. Top speed, 50 mph. Acceleration and braking rates are comparable to modern American cars.

An announcement that Shaker Heights Rapid Transit would test a new German-made streetcar in a program proposed by MBTA is premature, we learn from Al Kleinsmith, Cleveland, Ohio, basing his information on *The Cleveland Press*:

"We lost all interest when we learned the car is too narrow and seats only 50 persons," said Robert Landgraf, chief engineer.

MBTA officials listed Shaker Heighs among cities that would test the "light rail" German vehicle. Landgraf said he had written a letter to MBTA General Manager Joseph C. Kelly suggesting that the program take a look at the Louis Klauder design, a new streetcar developed in San Francisco, instead of the German DuWag car. He explained that the DuWag car was designed for many standees, while Shaker's suburban operation demands maximum seating. Also, he added, its tapered front end would be unsuitable for unloading at Shaker Rapid platforms. Shaker's present cars are 9 feet wide as opposed to the DuWag's 8 feet, 2 inches. Its newer cars are being modified to seat 60.

DETAILS of the new subway network for the Washington D.C., area come to us from Bechtel Corp., construction managers of the $3 billion Metro network under way for the Metropolitan Area Transit Authority. The regional network will consist of 97.7 route miles—37.7 in D.C., 30.1 in Virginia, 29.9 in Maryland. There will be 472 miles of subway and 50.5 miles of surface and aerial right-of-way.

The system will include 86 stations: 44 in D.C., 20 in Virginia, 22 in Maryland. Of the total, 53 will be underground. It will be the world's first subway system in which all stations are air-conditioned. Initial operation is projected for 1973, with completion in 1979. When fully operational, it will use 556 air-conditioned cars, each 75 feet long, 10 feet wide, and seating 81 passengers, with 94 standees, and a maximum of eight cars to a train. Speeds will be up to 75 mph. Average system speed, including stops, about 35 mph. Rush-hour headways on main routes will be 2 minutes; on branch lines, 4 to 8 minutes.

New Orleans streetcar No. 903, built by Thomas, passes a bicyclist in the tree-lined garden district, March '71.
Photograph by Karl Zimmermann

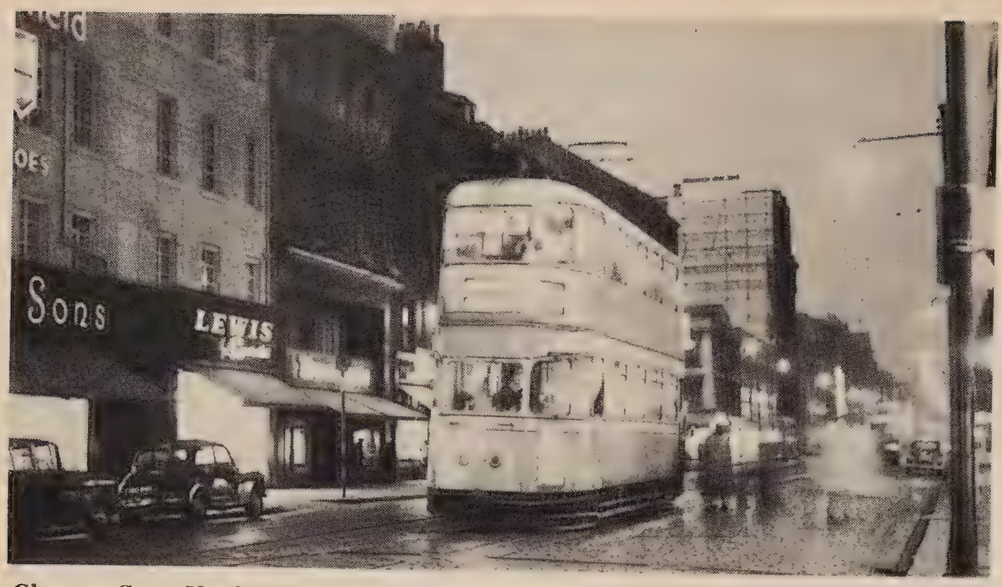
Trolley Museum News

SHADE GAP Electric Ry. at Orbisonia, Pa., expects delivery soon of a double-truck closed trolley car with maximum traction trucks from Oporto, Portugal. The Oporto rail system will close shortly. Its old deck-roofed cars are American-appearing and standard gage types.

The museum already has two single-truckers from Oporto, one passenger and one work car. Hundreds of trolleys now out of service in the Portugese city may see the torch next year, sorry to say. We hope other museums can find funds to buy and ship some of them to the U.S. or Canada.

MAGEE TROLLEY MUSEUM at Bloomsburg, Pa. was host to the Trolleymen, a group of traction model fans. More than 180 attended the week end festivities on May 22-23. The attractions included fine model layouts, a movie meeting, and rides on the recently-restored Pittsburgh Railways high-floor car 4145 on the Magee Shortway Electric Railroad line. No. 4145 is the third car fully renovated by Magee; two former Rio de Janiero open cars were worked on and put in operation over the past three years. Next job is restoration of old No. 1 on the line that connected Bloomsburg with suburban towns (later became North Branch Transit car 10). By 1973 we expect it to be back in operation, rebuilt to run on a museum line in the very town where it used to operate.

KILDEER, birds that nest on the ground, came back to the Columbia Park & Southwestern Railway Museum



Glasgow Corp. No. 346, a doubledecked tram, in a night scene in that Scottish city, Aug. '60.
Photographs on this page by Stephen D. Maguire

Illinois Central and Chicago South Shore & South Bend trains at East Chicago station, May '58. At the left is a CERA fantrip special.

Chicago South Shore & South Bend No. 705, as seen at Michigan City shops on May 24, 1958. This was an ex-New York Central loco converted for CSS&SB use.

line at Olmstead Falls, Ohio, just as they had done in 1970, laying their eggs on the ballast and *between the running rails.* As a result, they were disturbed each time a trolley passed over them. The nesting female birds wildly waved their wings while uttering harsh sounds until the car came close; then they flew away, but returned after it had passed over the eggs without damaging them. The eggs are gray with tiny black dots, almost impossible to discern in the gray ballast.

GLENWOOD ELECTRIC RAILWAY, operating a mile-long museum line in the Trolley Park at Glenwood, Ore., has been obliged to pull up one-half mile of its line from the museum to Wilson River Highway and relocate on its own property. This trackage was on right-of-way owned by the county and for which insurance costs were prohibitive.

NATIONAL Capital Trolley Museum on Bonifant Rd., Wheaton, Md., has built its second car barn, this one to house trolleys donated to the museum last year by O. Roy Chalk, former president of D.C. Transit. The four cars, including one old type and three streamliners, had been stored on a siding beside the first barn until one night last winter vandals set fire to PCC 1512, the air-conditioned *Silver Sightseer,* which had run on the streets of Washington, D.C., until 1962. Damage was so great that the 1512 may not be restorable. So says Wesley Paulson (age 14), 6632 23rd Ave., West Hyattsville, Md. 20782. (Wesley collects trolley photos and memorabilia. Both he and his father belong to the museum.)

PHOTO on page 52 (Aug. issue), is identified by R.C. Cornish, Box 501, Ont., Canada, who tells us that it was taken at the Toronto Transportation Commission car barns at Roncevalles Ave., Sunnyside, with St. Joseph's Hospital in the left background.

New Electric Publications

***Earl Clark's 1971 Directory of World Electric Lines*, 44 pages, 8½x11", with spiral binding, is available at $3.50 from the author, 2958 Westridge Ave., Cincinnati, Ohio 45238. This book is remarkable. At one time we didn't believe any one person could completely list all (or virtually all) trolley and electric lines on earth; but Earl did just that, first in 1957, also including data on size and location of each system. The 1970 edition is brought up to date, with recently-abandoned lines removed from the general list. The author has added separate lists of lines abandoned in the last 5 years, all trolley museums either operating or having even a single car preserved, and every operating heavy electric traction line. There are even maps of every electric railway in the Soviet Union, and a map of the many**

This was the scene at Queen St. station on Sunday, April 24, 1955, on the last official trip after discontinuance of Lake Erie & Northern passenger service. Some 400 persons crowded five LE&N cars for the trip to Port Dover, Ontario. *Kitchener-Waterloo Record* photograph

railways in the Tokyo area—a maze of electric lines of both public and private ownership.

Streetcars of Birmingham, 74 pages, 11x8½", with stapled binding, costs $6 from the author, Alvin W. Hudson, 617 Sundale Dr., Birmingham, Ala. 35235. This photographic roster begins with the present century (records do not extend beyond that) and ends with rail service in 1953. Thirty-nine of the pages are real glossy photos of the many varieties of equipment operated in Birmingham. The book's price could hardly equal the cost of so many prints from a professional photographer. You could call the Birmingham system an operating museum; even in 1947 at least 27 different types of trolleys ran on its lines.

Birmingham Electric was unusual in not having a general car-scrapping policy. Most companies send their outworn equipment to the junk pile by years or types; but Birmingham's selective policy resulted in operation of many very old cars in later years. This book has a brief history of the line; also the roster, with diagrams of each type and the story of each class, including the many second-hand cars bought in the 1940's for heavy war traffic. Long ago, we commented on the lack of news-reporting trolley fans in the South, and now Al Hudson has acquitted himself well.

The book's rear cover shows a train of 3 dump cars. The view evidently came from your writer. It was one of the many times we toured the South in the early 1940's to cover unnoticed trolley lines. This photo we made by sheer luck. Driving in downtown Birmingham, we applied the brakes, got out to take pictures. The result: an interesting photo.

Orange Empire Trolley Museum is featured in a 7-page story by Mac Sebree appearing in *Pacific News*, for March, '71, Chatham Publishing Co., P.O. Box 283, Burlingame, Calif. 94010. Copies cost 50¢ each; yearly subscription, $5.

Our May *Transit Topics* commented that the third edition of Spencer Crump's big book, *Ride the Big Red Cars*, was the first traction book to reach a third edition. We now learn from Joseph Canfield of another traction book in its third edition: *The Great Third Rail*, originally published in 1961 by Central Electric Railfan's Assn., featuring the history of the Chicago, Aurora & Elgin. The new third edition is available from CERA, P.O. Box 503, Chicago, Ill. 60690 for $10. (Ill. residents add 5% tax.)

The 1924 McGraw *Electric Railway Directory* (reviewed in Feb. '71) has been reprinted in a paperback edition available at $6 from Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio 45215. The deluxe, gold-stamped, hard-cover edition, exactly the same as the original book, still costs $9.50. This 306-page work carries details of every electric railway line operating in North America and American possessions in 1924, heyday of the trolleys.

Transportation "sub-systems," a newly-developed industry providing feeder type transit, are described in a new free brochure available from the WABCO Monorail Division, Cape May County Airport, Rio Grande, N.J. 08242. These sub-systems are rapidly coming into national attention as urban centers grow larger and more complex. The 8-page brochure is *From Here to There On a Small Scale.*

Blaine S. Hays, 3604 Atherstone Road, Cleveland Heights, Ohio 44121

Running inbound on route 75, Pittsburgh's No. 1674 passes wooded suburban district, May, 1966. Line was abandoned in Jan. '67 and car scrapped in '68.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

The Phantom Engine

by Cy Warman

WHEN the Rio Grande Western was a narrow-gage road it was very crooked. Even in the Utah desert many curves among the sand hills have been piled up during the last few thousand years. A locomotive—one of a type known as "sewing machines," because all their machinery was in sight—was trying to make a spur for the general manager's special, against which she had a time order. The time was growing alarmingly short, and the driver of the light engine knew that the man on the special, with the G.M. behind him, would be crowding the limit.

These sewing machines were famous riders. The springs were so light and so perfectly adjusted that the locomotives would ride as easily to the engineer as a Pullman car does to a commercial traveler, with one seat for himself and another for his feet. As the little machine rocked around the corners, screaming at every curve, the engineer and fireman kept a sharp lookout ahead, at the same time counting the minutes and reckoning the miles that lay between them and the spur.

Down the desert, one of the swiftest engines on the road was trembling away toward the sewing machine, and at the end of each minute the two locomotives were a mile and a half nearer each other.

To be allowed to "pull" the general manager is an honor earnestly striven for by engineers, and when once obtained it is carefully guarded. Whatever record a man makes at the head of such a train is sure to count for or against him, since he is then directly under the eye of the management. The chances are always in favor of a good run, for the train dispatcher, with his own reputation at stake, can be depended upon to keep the track clear. He will hold a passenger train ten minutes rather than hold the special five.

Another point in favor of the special engineer is the fact that he is due at no particular point at any specified time, and having no timecard to hold him down, he may regulate the speed of the train to suit himself.

It was a clear, dry day in early autumn, the best time of the year for a fast run, and "Old Sam" had been gaging his speed for fifty miles back so as to hit Coyote spur on the dot, and break the record for fast running on the Alkali Division.

By the rules of the road, five minutes were allowed for the variation of watches; but the rule is not always respected, and as the man on the special was known to be a daring driver, the sewing-machine crew saw that they were in a close place long before the smoke of the approaching locomotive was seen. Now they had barely five minutes left, and nothing for the variation, and the coveted siding four miles away.

At last there remained but a single mile, and only a minute to do it in. The throttle was wide open, and the little engine was rolling so that the bell rang continually. The fireman had put in his last fire, and was now straining his eyes to catch the smoke of the special.

The wheels under the sewing machine were so small that the best she could do was 45 miles, and now when she came down to the very last second, there was still a quarter of a mile between her and the meeting point; but at that moment the flying wheels of the special engine crashed over the switch and shut her out.

The sewing machine, hidden among the sand hills, was straining every nerve to reach the passing point at which she was already overdue. The man on the special was just beginning to feel sure of his position when he rounded a curve and saw the light engine emerging from a shallow cut! Of course, he shut off and tried to lessen the force of the collision, but to stop was out of the question.

The fireman on the light engine saw the special and warned his companion, for they were curving to the left and the driver could not see; but the four men knew that nothing short of a miracle could prevent a collision, and that in a few seconds' time they would all be piled up in a heap.

Both drivers had called to their firemen to jump, and the firemen had turned to their windows. The special engineer was in the act of reversing, that he might take the good opinion of the official with him. The other driver only shoved the throttle lever in, braced himself, and awaited the shock.

A man who has never lived up to what he thought his last moment on earth, and survived to tell about it afterward, can never know how much business one can transact, in his mind, during that moment in which he waits and listens for the swish of the scythe. But one does not always review his past life at such a moment; often he wastes time thinking upon a mere trifle. Lafe Pence was in a wreck the next day after his election to Congress, when he said to himself, as the sleeper plunged down an embankment: "Now, why the devil was I elected?"

The driver of the special engine had a boy, and this boy had climbed up on a picket fence to kiss his father good-bye that morning at their home in Salt Lake; but he slipped, fell, and hung there with a fence picket through the seat of his first pair of trousers. It was all so funny that, now as the engineer recalled the circumstance, he threw back his head and laughed as heartily as he had ever laughed in this life.

The fireman, casting a farewell glance at his companion, saw him laughing and concluded, in his last moment, that the driver had suddenly become insane; but as he glanced ahead where death was waiting, he was not sure that he was sane himself.

The driver, having finished his laugh and still feeling no shock, looked ahead. The track was clear! He unlached the reverse lever and threw the engine in the forward motion. The speed of the train, which had been but little checked, carried them away down among the sand hills. The driver looked at the fireman and asked, "Did you see anything?"

"No," said the fireman. "Did you?"

And the driver said no; tried his water and opened the throttle, and the engine whirled away, while the fireman returned to his place at the furnace door.

The two men scarcely glanced at each other again until they stopped for water at Green River, but each in his own mind was recalling all the wild tales of ghost trains he had ever heard. Each was firm in the belief that he had seen a ghost, but he would never tell it—not for his job.

The officials in the special train felt the resistance of the engine when the engineer shut off and reversed, and the general manager, turning to the superintendent, asked with surprise, "When did you put in that siding?"

"What, back there? That's Coyote spur and has been there for six months," was the reply.

"I know very well," said the manager, "where Coyote spur is, for we waited there fifteen minutes for Number 8 going down the other day; but we just passed a siding on the north."

The superintendent was inclined to be funny, but the Colonel, stroking his long gray Peffers, remarked that he had seen a locomotive standing at the point mentioned, and "as trains are not in the habit of meeting and passing between stations, I take it that there must be a siding there."

There was just a twinkle of mirth in the Colonel's eyes, which, despite the fingermarks left about them by the touch of time, are still bright with the sparkle of youth; but the superintendent was utterly unable to understand the general manager.

There was silence for a little while, but the general manager was by no means satisfied. He pressed the button, and when the porter came in he asked: "Did you see an engine on a siding back a ways, George?"

"No, sah; ain't no sidin' 'cept Ci-ote spur."

"Send the conductor to me," said the official, and when the conductor came in the manager asked to look at the running orders.

"Run special to Grand Junction, avoiding all regular trains. Extra engine 57 has until 5:55 to make Coyote spur against you."

"What time did you pass the spur?" demanded the Colonel.

"Precisely at 5:55," said the conductor, now somewhat alarmed at the manager's air.

"Is there a siding between here and Coyote?" asked the Colonel; and the superintendent, being at a loss to make out what the manager was driving at, started to leave the car, but was called back.

"There is not," was the conductor's reply.

"Perhaps," said the Colonel, "there was not when we went down, but there is now, for I saw a locomotive standing there."

The conductor laughed as the superintendent had done, but the Colonel offered to risk a case of champagne that he had seen no ghost train, and the superintendent took the bet as the easiest way of settling an argument which had become embarrassing.

When the special reached Green River the party went into the eating-house, where supper had been ordered; and, as was his habit, the Colonel sat at the same table with the crew.

"What did you shut off for just this side of Coyote spur, Sam?" asked the Colonel, looking the engineer in the eye.

Instantly the eyes of the whole party were upon the driver's dusky face. The engineer was speechless. Not that the circumstances had escaped his mind, for as a matter of fact he had thought of little else; but he knew not how to answer.

"Did you think that engine was on the main line?" asked the general manager.

"What engine?" asked the engineer, trying to look and speak naturally.

"There was only one engine there besides your own," was the Colonel's response. "Will you be good enough to answer my question?"

"Well," thought the driver, "if I've got 'em, the G.M.'s got 'em," and he answered, "I did think she was on the main stem."

"What did *you* think, Harry?" the superintendent asked the fireman, who was staring at the engineer.

The fireman closed his eyes and shook his head slowly, as if he considered them all crazy. His long lashes, dark with coal dust, lay upon his newly washed face like the lashes of a chorus girl.

"Did you see anything on your side?" asked the Colonel, who was determined to unlock the lips of the fireman.

"Not a thing," said Harry. "I don't believe in ghosts."

"It will not be necessary for you to make out 63 [an accident report], but I wish you would tell me what you saw and how it affected you," said the general manager to the engineer.

"May I ask you first if you saw anything, Colonel?" the driver questioned.

"I saw a locomotive standing on a spur or siding just east of Coyote."

"When I see her first," said Sam, taking courage from the Colonel's confession, "she was bang in front of us, coming out of a cut like a ball out of a cannon. I saw it was all up with us; but I naturally shut off—mechanically, so to speak. I think I hooked her over, but I didn't whistle, open the sand valve, or set the air—they wa'n't no use—no time; but just then I thought of little Sammie as I saw him last, hangin' on the fence by the seat of his pants.

"It seemed to me that I never see anything quite so funny, and I laughed that hard that the tears came in my eyes and blinded me. Then the thought came to me that we were a long time coming together, so I looks ahead, an' there wa'n't a thing in sight. I asked Harry if he see anything, an' he lied an' asked if I see anything, an' I lied too, an' opened up the throttle again. That's all I know about it."

There was a noticeable increase in the attention of the company.

Now the agent came in with messages for the superintendent, and as the official began reading the first of the lot, he smiled.

"Read it out," said the Colonel "Perhaps it will tell us about the ghost."

The superintendent read: "Engine 57 is off the track and nearly off the right-of-way 1,000 yards east of Coyote spur, but still on her feet."

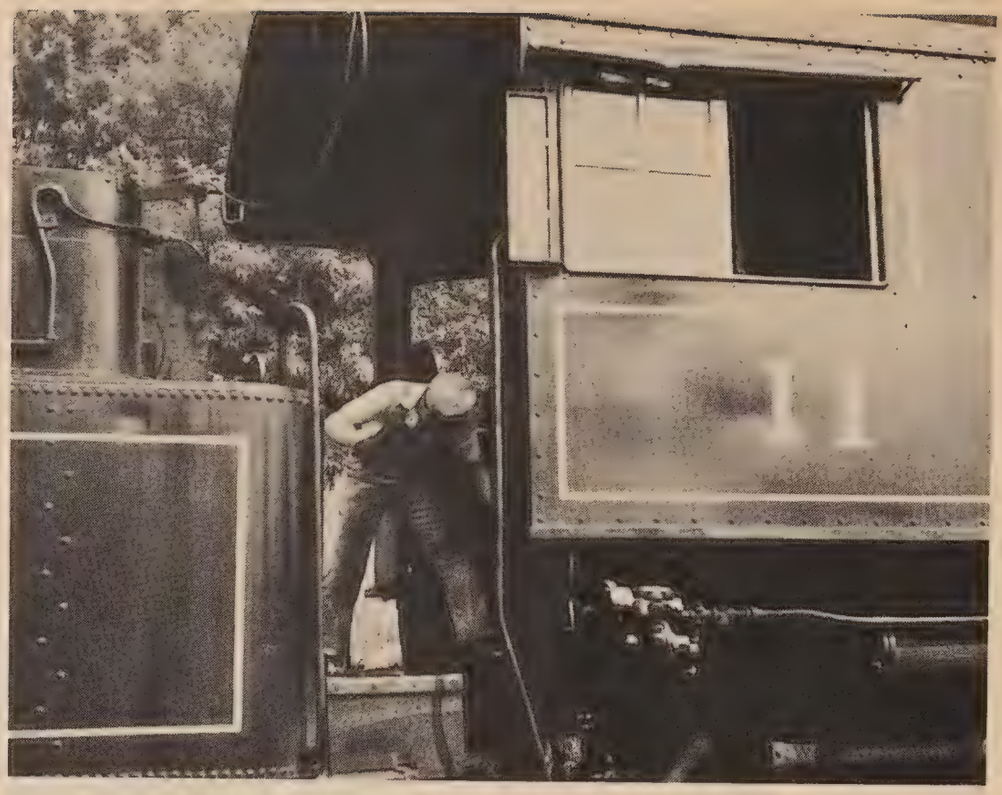
That explained the phantom engine. At the instant when the engineer shut off, the "sewing machine," just then rounding a sharp curve, jumped the track, lit square on her wheels, and went plowing out over the hard adobe of the desert. She rolled and rocked for a few seconds, and then came to a stop with the enginemen still standing in the cab.

The engine had been working hard. If the throttle had remained open, she might have made the curve all right, but the sudden relaxation of all her tension caused a jar that threw her off her feet, a lucky jar for her crew.

Since that time, however, Old Sam has been in hard luck. He has already lost three legs. The last one, being caught under an engine, was chopped off by the conductor with an ordinary ax to prevent the engineer being roasted alive. Those who witnessed the operation say that Sam rested on one elbow and smoked a cigar while the conductor hacked away at his ankle. It was a wooden leg.

Mike Eagleson

IN SEARCH OF STEAM



A one-man engine crew. The hogger shovels black diamonds into the firebox of the Everett Railroad's Baldwin-built 2-6-2 at Everett, Pa. This line operates passenger service over an eight-mile run on week-ends during the summer and early fall.
Terry Arbogast, 425 E. Park Ave., Fairmont, W.Va. 26554

CANADIAN railways are without an active mainline steam loco for the first time in 135 years! I attended the July 3rd and 4th farewell ceremony in Belleville, Ont., which retired 4-8-4 No. 6218 of fantrip fame, Class U-2g. She was restored to original appearance with smoke deflectors, shrouded front-mounted air reservoir tanks, and an appropriate diamond herald on her Vanderbilt tank. Canadian National shops did a beautiful and accurate job, working from original blueprints. During the ceremony —called "Countdown 6218"—fans heard a CNR representative say the road is investigating the economic feasibility of future excursions with an undisclosed smaller engine. No final resting place for elephant-eared 6218 was given; rumor says she will be displayed in the new Toronto Union Terminal building to be erected in the next few years.

Southern Railway is ready to start building a permanent home for the operable replica of the *Best Friend of Charleston* and train on Ann Street, adjacent to Aiken House in Charleston, S.C., near where the original *Best Friend* started the first regularly-scheduled steam railroad service on our continent, Dec. 25, 1830. The replica will still be accessible to the Southern for future steamings and displays around the system.

California's Pacific Southwest Railway Museum Association, Inc., needs help in raising $20,000 for freight costs to bring its donated Baldwin 2-8-2 No. 1199 from France. "In making this gift to a museum in San Diego," the French National Railways said, "we are showing once more our gratitude toward the United States for giving us this locomotive at a time when we were surmounting grave post World War II difficulties." So far the U.S. Navy and the Military Sealift Command have declined to move the engine for free. It is hoped that this operable loco (now still in regular service on the SNCF), will pull excursions in America. Contact PSRMA-Hands Across the Sea, P.O. Box 12096, San Diego, Calif. 92112

Steamers for sale: ex-Louisiana Cypress Lumber Co. 2-6-2 No. 1 (H. K. Porter, 1921) and an 0-4-0T (Baldwin, 1920) are available from Dale Campbell, 3915 West Orem, Houston, Texas 77045. Two ex-Illinois Central

John B. Corns, 1614 Amber Ave. S.W., North Canton, Ohio 44707

Trimmed by last winter's snow, this ex-Mississippian Ry. 2-8-0 stands on P-VM line at Blairsville, Pa.

No. 759 crosses Potomac at Sharpsburg, W.Va., southbound with Norfolk & Western freight, April 24, 1971.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

Turn this scene upside down and it looks almost the same. The Sierra Railroad's No. 3, built eighty years ago, casts a detailed reflection in the mirror-like water of a pond that is located near "Rail Town 1897" (see photo on next page).

Both photos by Wm. Cain, 230 California St., San Francisco, Calif. 94111

switchers are for sale at Traxler Gravel Co. Contact George Traxler, Box 307, Crystal Springs, Miss. 39059. Thanks, John Corns, for informing us.

An 0-6-0 owned by Duffy & Son in Columbus, Ohio, will be scrapped by Schlesinger & Son, also of Columbus, unless someone buys her fast, reports John B. Corns, 1614 Ambler S.W., North Canton, Ohio 44709. More news from John: an 0-6-0 switcher used by Huron Cement Quarry at Alpena, Mich, has been restored at the Detroit & Mackinac Railway and is now in Tawas City.

Dick Jensen's ex-Grand Trunk Western 4-6-2 No. 5629 and Burlington 2-8-2 No. 4963 are legally tied up with the scrapping company which razed the C&WI roundhouse in Chicago when the engines were inside.

The 0-4-0T in Dover, Ohio, mentioned in my July dept., is now completely stripped and owned by Modney Warther, the famous carver of wooden locomotives, and rests in back of his house. She was donated by the Greer Steel Co. of Dover and last used in the late '40's.

Ex-GTW 2-8-2 No. 4070 is now operating on week-ends over a 2½-mile route at Conneaut Lake Park, near Meadville, Pa. The 75¢ ride drew 1,700 people the first two days of operation this past June.

Toledo, Ohio, Steam Club is on the verge of saving an 0-6-0 switcher from a rusty finish. Sitting near the Monroe, Mich., water filtration plant since 1967, she was given to Monroe County Historical Society by the Michigan Railroad Club. Negotiations are under way by the Toledo group to restore her as a backup engine for the one now used on summer runs, reports Jerry Mart, 605 Millspring Court, Hopkinsville, Ky. 42240. Let me hear of any new developments.

Vermont's Green Mountain Railway is running its "regularly-steam" passenger trains with a diesel because the State Environmental Control decided that a steamer making six 13-mile trips a day was polluting the air too much. I suspect that a few trackside citizens at Chester, Vt., who resent steam trains, started much of this trouble in the first place. They say the smoke is so bad that one man has to wash his house twice a year on the side facing the tracks. (Remember, the train operates only 80 days a year.)

Others object to returning from vacations to find hordes of steam camera fans swarming over their front lawns and porches. When asked to leave, the fans only laughed and continued to take pictures. Other Chester residents say the train's toilets have no sanitary

precautions and dump their contents on the tracks adjacent to residences, thus creating a health problem. One man complains of weekly picking up empty yellow film boxes thrown on his lawn, along with other trash, including used toilet paper from the train.

If Green Mountain is forced to close down, Steamtown too will be in bad shape, because without the operating steamers, fewer tourists will visit the static displays.

Northwestern Steel & Wire Company at Stirling, Ill. (see Sept. '70 *Railroad*) is exclusively using ex-GTW 0-8-0's, recently converted to burn oil. The company hopes to keep the pollution-conscious citizens happy.

Add to the list of preserved steamers on display CB&Q 2-8-2 No. 4978, now on the property of Ottawa Silico Co. in Ottawa, Ill., but owned by La Salle County Historical Society, reports Bob Antkowiak, 1109 Pine St., Peru, Ill. 61354.

Wilmington & Western's 4-4-0 (ex-Mississippi Central No. 98) is expected to be running this fall and will definitely doublehead with ex-Canadian National 2-6-0 No. 92. Last year the W&W carried 29,000 passengers, an increase over the previous year, according to Frank Panariello, 1705 Linden Street, Wilmington, Del. 19805. When will the doubleheading take place, Frank?

Clinchfield Mikado No. 410, long held for stationary steam service at Alcoa, Tenn., is rumored to have been moved to St. Louis Museum of Transportation. Who can verify this and send me a photo of her? ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

In period garb, Jan Stansfield of Columbia, Pa., steps daintily over the tracks at depot in "Rail Town 1897," the Sierra's new 27-acre display of oldtime railroading at Jamestown in California's Mother Lode. Hey, Jan, don't step on the rail!

Delaware & Hudson Alco PA-1's nos. 16 and 18 pull a management inspection train northbound across the high bridge at Harpursville, N.Y., on June 7, 1971. 150th anniversary of road will be in 1973.
Photographs on this page by Richard J. Allen

HOBBY CLUB

conducted by Sy Reich

GREEN MOUNTAIN RAILROAD, which had troubles with the 1970 Vermont Board of Health regulations on smoke emissions, was granted a one-year variance, based on certain provisos, so that steam trains could continue running on the line. The Board of Trustees of Steamtown, U.S.A. (some of its members are connected with the Green Mountain line) feels it would be too expensive to convert the engine to burn fuels other than coal, the trustees want a permanent exemption from the state legislature for portable steam boilers used "for historical or educational purposes." Such exemptions have been granted to steam roads in other states. We might add that Steamtown, U.S.A., has certainly done more than most in improving the ecology of the area. Recently, it has planted 500 new pine trees, as well as willow trees, viburnum, forsythia, avonia, and chokeberry.

Steamtown, which claims to be the world's largest steam railroad museum, is currently trying to raise $50,000 for a 60x200-foot repair and storage facility, a workshop, additional storage track, and a combination office and library. The repair shop would permit work to go on during the long Vermont winter. Last year's campaign permitted the completion of a 300-foot shed which protected 23 engines from the snow last winter. Individual memberships in Steamtown cost $10; family memberships, $25. The address is P.O. Box 71, Bellows Falls, Vt. 05101.

To properly commemorate the 1973 sesquicentennial of the Delaware & Hudson, a D&H Anniversary Committee has been formed. A big project will be producing this autumn a TV-rail film entitled *The D&H Story*. This will deal with the road's history and operations, steam highlights, and the sesqui. D&H author and photographer Jim Shaughnessy will host the film, slated to be shown this winter on television stations all along the D&H route from Wilkes-Barre, Pa., to Montreal, Canada.

Meanwhile, the group wants prospective sponsors to donate $100 for production costs. Among other things, the donor will receive mention in the movie, an invitation to the filming, and a copy of Jim Shaughnessy's book,

Erie Lackawanna train TCS-4 (Buffalo, N.Y., to Scranton, Pa.), led by an F-7, a C-425, a GE U25B, and a GP-35, passes New Milford, Pa., station, March 1971.

Delaware & Hudson. Rail-oriented manufacturers will be sought to "buy time" in the film for advertising purposes. Tony Reznak Jr., P.O. Box 755, Wilkes-Barre, Pa. 18703, is director of the Committee.

June 6th was the last day of steam on the London subway system (see article by B. Thomas Walsh in July issue). Marking the occasion, London Transport has published a book with many color illustrations and photos of its steam locomotives written by John Day and William Fenton. Entitled *The Last Drop,* it covers the story of London Transport steam from the first runs of "Fowler's Ghost" in 1861 to the present, including an all-time roster. Cost is 50p (new pence) from London Transport, 55 Broadway, Westminster, London SW1, England.

According to the *Louisville Times,* the Kentucky Railroad Museum, on River Road, will soon add a large collection of miniature circus wagons and model railroad equipment. This is due to a ruling by Circuit Judge Marvin Sternberg, who ruled that the will of the person who left the collection would be violated if the equipment was given to the J. P. Speed Art Museum, originally designated as the recipient. Decision was based on the fact that the Speed Museum would not agree to exhibit the equipment permanently, while the KRM will. The collection includes about 60 handcrafted circus wagons (scale of 1 inch to 1 foot) and some 80,000 pieces of model trains and track.

Chicago-area railfans should know about the Blackhawk Chapter, NRHS. This group publishes a quarterly journal, the *Railhead,* which deals mainly with Chicago-oriented railroad history. Subscriptions are $3 yearly. Membership in the chapter costs $8 ($4 for those already members of the NRHS) and includes the *Railhead, Spike and Tie* (the chapter's monthly newsletter), plus the NRHS annual *Bulletin.* Write to *Railhead,* P.O. Box 455, Aurora, Ill. 60507.

A railroad artist with a different technique from most of those we've seen is John Terry, 8 McNab Avenue, Cedar Knolls, N.J. 07927. John's prints are silk-screened in small quantities by hand; the process by which they are made is photographic. All details except color are accurate; the colors themselves are selected to set the mood of each particular print. Prints, 10x12", cost $2 each. Ten tourist road steam scenes are available: the Strasburg, East Broad Top, Black River & Western, Steamtown, etc. John also makes and sells two styles of railroad neckties.

Eastbound Western Maryland freight with two SD-40's and F-7 No. 238, crosses bridge in rugged country between Highfield and Thurmont, Md., Jan. 15, 1971.
Photograph by Richard J. Allen

National Association of Timetable Collectors, a group with about 400 members, publishes a handsome 20-page monthly with the predictable title of *The Timetable Collector.* This contains rare tt. views plus news and notes about the hobby, as well as a traders' page. Membership is $5, from William L. Wagner, membership director, P.O. Box 842, Richmond, Ind. 47374 (October, 1971, issue, featuring public and employee tts. of the Big Four Route, is available for $1).

Fenton Historical Society has published a 31-page booklet on the history of the various steamboats that operated on Chautauqua Lake, N.Y. In later years these boats belonged to a group which also owned the Jamestown Street Railway and the Chautauqua Traction Co. The booklet costs $2 from the FHS, Fenton Mansion, Jamestown, N.Y. 14701 (N.Y. residents, add 10¢ tax). A later booklet will feature railroads which operated in the area.

Late-summer visitors to northeastern Vermont should consider dropping in on the Vermont Railway Museum which opened at East Ryegate (adjacent to U.S. Highway 5) last June. You can ride over a circular loop of standard-gage track either in the cab of a 1927 Whitcomb gas switcher or on a small trailer behind it. On display is a 1905 ex-Boston & Maine, St. Johnsbury & Lake Champlain combine housing a gift shop and museum. Future equipment arrivals are to include an ex-D&H combine and a 1931 Vulcan 0-4-0T.

4483
NOR

This Pennsylvania Railroad 2-10-0, class I-1, was photographed in 1956 at a water standpipe in Sunbury, Pa. The fact that she stood beside a cemetery was prophetic, for steam power's bright Indian summer was then drawing to its close and thousands of coalburners and oilburners were already doomed. No. 4483 was not scrapped, however; is now at Westinghouse Air Brake plant in Pittsburgh.

Don Wood, 3 Ned Drive, Matawan, N.J. 07747

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 8¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BERNARD ALBERT, 67 Tunstall Rd., Scarsdale N.Y. 10583, buys slides of DL&W elec. locos 3501-3502.

GEO. AMOS, 2980 Allane Lane, Eugene, Ore. 97402, sells back issues of Railroad Magazine, emp. tts. (SSE)

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells steam, station, diesel, car pix of LV, RDG, CNJ, PRR, EL, L&NE, FEC, SCL. (SSE)

TERRY ARBOGAST, 425 E. Park Ave., Fairmount, W. Va. 26554, buys B&O slides, negs., pix, also D&RGW n.g. steam; sells Baldwin diesel pix. (SSE)

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120-620 and 116-616 cameras desired by many railfans for large oblong negs.; details, list free.

THURSTON ATCHLEY, 1407 N. Jefferson, Wellington, Kan. 67152, buys, sells, or trades rr. tie, pole date nails.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells tts. of EL, PRR, NYC. List 20¢ refundable. (SSE) Buys NYS&W tts.

WM. BEAGLE, R.R. 1, Bluffton, Ohio 45817, will buy a full-size caboose.

DICK BEALL, 2550 S.W. 16th St., Miami, Fla. 33145, buys or trades FEC negs., pix.

DANA BELTON, W. 189 North 4978 Crest View, Meno Falls, Wis. 53051, will buy 10/64, 4/65, 9/65 Mdl. RRer; 3/63 Trains; also tts. and rr. postcards.

RON BLATTMAN, 2610 11th St., N.W., Canton, Ohio 44708, buys lanterns, globes, hdlts., bells, whistles, oil cans, rr. maps, markers, number boards.

WARREN BOHLMAN, 3811 N. Pacific St., Chicago, Ill. 60634, buys CB&Q, C&S, FW&D psgr. car register pages from 1920's and '30's.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, will buy 35mm color slides of Animal By-Products tank car 1966 in New Carlisle, Ind.

HARRY BOUDREAUX, 3215 Madonna Dr., Alexandria, La. 71301, sells switch markers, wall telephone, 2-piece telephone. (SSE)

WALT BROSCHART, Box 8064, Jersey City, N.J. 07308, sells rr., tts., railfan publications. Buys negs. and pix of U.S., Canadian trolleys, rrs. (SSE)

C.A. BUTCHER, 80 Coyne Street, St. Thomas, Ont. Canada, sells WAB steam pix; list 10¢.

LEON CALLAWAY, 3421 Gurnard Ave., San Pedro, Calif. 90732, trades 315mm Kodachromes of SP, ATSF, UP for northwestern rrs., Puget Sound ferries, covered bridges.

MARK CAPLAN, 306 Roseld Court, Oxon Hill, Md. 20021, sells napkins with rr. emblems. (SSE)

BILLY CARTEE, RT 3, Box 392, Cullman, Ala. 35055, will buy side-view pix of UP 4-6-6-4 900079.

PAUL CHADOURNE, 901 14th Ave. S., Clinton, Iowa 52732, will buy 1971 ATSF calendar, Hoffman's "Rule 4, Change of TT."

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont. K1M-OZ2, Canada, buys or trades Alco, Baldwin, Lima steam bldrs. pix, catalogs.

Mrs. JUNE CLARK, 8 Herbert Dr., East Brunswick, N.J. 08816, will buy pix of RDG 4-6-2 on Bethlehem Br.; 12/61 Railroad Magazine; 5/62, 10/63 Trains.

KEN CLARK, Box 117, St. John, Kan. 67576, trades tie-date nails.

HARRY CLAUSEN, 133-46 122nd St., South Ozone Park, N.Y. 11420, buys IC suburban tts., emp. tts., MU pix.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells steam loco bldrs. plates, NYC lanterns, other railroadiana. (SSE)

JOHN CORNS, 1614 Ambler S.W., North Canton, Ohio 44709, will sell WABCO cross-compound air-pump from NKP loco. Buys NKP steam hardware, bldrs, plates.

MIKE CROUCH, 2603 4th Ave. N.W., Calgary 42, Alta. Canada, sells British Ry. tkts.; trades for European tkts. (SSE)

CHUCK CUNLIFFE, 204 4th St., Lincoln, Ill. 62656, buys, trades rr. postcards; list free.

R.A. CURRIER, 714 S. 17th St., Corvallis, Ore. 97330, trades rr. postcards, RPO cancellations.

DICK DADOWSKI, 4214 Davison St., Pittsburgh, Pa. 15201, buys Pgh. Rys. PCC barn rosters, pix of advertising cars, routes 1-34. (SSE)

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, buys 35mm slides of LV and EL F's, FA'S, PA's, FT's.

PETE DELIKAT, RD 1, Pittstown, N.J. 08867, buys CNJ and LV tts., emp. tts., L&HR pix, other railroadiana.

VINCENT DELLA TORRE, 116 Cherokee La., Franklin Lakes, N.J. 07417, will buy color slides of IC wreck at Toni, Ill. 6/10/71.

BERT DOCKALL, 607 W. Cameron St., Rockdale, Texas 76567, sells rr. frequency radios.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys or trades Canadian railroadiana; sells RI loco bldrs. pix.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, buys negs. of C&A 4-6-2's 650-659 before tenders were rebuilt.

STEVE DOWNEY, Box 09082, Chicago, Ill. 60609, trades 35mm loco slides of his area for WP.

A.T. DRAKE, Box 298, Hazeldean, Ont., Canada, will buy early jssues of Railroad Magazine to 1938.

S.E. DREW, 4180 Randolph Ave., Oakland, Calif. 94602, sells circa 1920's unused Virginia & Truckee tickets; list free. Buys, trades, sells V&T items.

MAHLON EBERHARD, R.R. 12, Box 209C, Lafayette, Ind. 47905, sells Monon dispr. train sheets or trades for others.

R.P. ELLIS, Cascade, Mont., 59421, will sell early 1900's Adams all-wood motor car, restorable. Photo, details for 25¢.

MIKE FREW, 2527 Quintara St., San Francisco, Calif. 94116, will buy Richey's "Elec. Ry. Handbk."

ROY GABRIEL, Box 981, Sacramento, Calif. 95805, sells UP china cream and sugar set with streamliner emblem, gold trim.

WM. GARNER, 2745 Fremontia Dr., San Bernardino, Calif. 92404, will buy '66 Steam Psgr. Directory.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells rr. matchbooks, PRR items. List, 5¢ and SSE.

ART GERMANN, 27 22nd St., Irvington, N.J. 07111, buys and swaps drinking glasses with rr. or airline advs. on them.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells copies of his book on Waverly, Sayre & Athens.

LEN GORDY, 5540 S. Hyde Park, Chicago, Ill. 60637, sells old issues of Railroad Magazine, Trains, RMC; other railroadiana; buys similar items. (SSE)

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades Poor's and Moody's rr. manuals; needs 1916 Poor's, '26 Moody's.

BOB GUHR, 839 Leahy Cir., Des Plaines, Ill. 60016, sells steam negs., sizes 616, 122, 4x5. (Large SSE)

ALBERT HERSKOVITS, 35 W. 64th St., New York, N.Y. 10023, will buy one copy, Harry Bedwell's "The Boomer."

A. HOEKSTRA, 1029 Page Ct., Napeville, Ill. 60540, buys books, pix, tts. on trolleys, interurbans; buys CERA Bulls.

GEO. HORNA, 940 Riady Rd., Lisle, Ill. 60532, trades orig. and dupl. 35mm color slides of locos in Chicago area for those of yours.

DAVE HULL, 3915 Mountainview Rd., Upper Arlington, Ohio 43221, sells loco, car, and track drawings. (SSE for sample, list)

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells steam, diesel, elec., trolley postcards. List, sample 15¢.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells rr. scratch pads with various heralds; list for 8¢ stamp.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells p.c. size steam negs. of southern short lines and indus. rrs.; list 10¢.

BEN LEL, 211 Bennett St., Wadesboro, N.C. 28170, buys pix of SOU 4-4-0's 3850, 3816, 1816; 1028; Carolina & NW 4-4-0 150.

JAY LENZNER, Box 464, Savanna, Ill. 61074, will sell 121 issues Ry. Age, 43 issues Modern RRs., 1950-'70, or trade for pre-'58 Railroad Magazine or Trains.

PETE LIVERMORE, 239 S. Lasky Dr., Beverly Hills, Calif. 90212, will buy 1½" drawings and negs. of B&O N-1 4-4-4-4 5600.

BOB LOAT, 343 Almar Park S.W., Calgary 7, Alta., Canada, trades tts., emp. tts., train orders.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, trades 4 RDG tts., 1930-'60, for one RDG tt. 16 in same era. (SSE)

DON MATHER, 227 W. Sinclair St., Wabash, Ind. 46992, buys pix of Ind. Service, Ind. RR interurbans.

JACK MAY, 135 Montclair Ave., Montclair, N.J. 07042, trades or buys rr. tkts., conductors' cash fare receipts.

R.A. McLARTY, 27 Pittsford Close, Waterloo, Ont., Canada, sells copies of blueprints of CP H1a 4-6-4.

MARGARET MEYER, 552 Saunders Ave., Akron, Ohio 44319, buys various railroadiana; sells train orders, tr. sheets.

Mrs. BLANCHE MICKENS, 1250 Waldron Ave., University City, Mo. 63130, buys rr. stock certifs.

BOB MILLS, Box 6587, Lemay, Mo. 63125, sells rr. stock certifs.

JIM MOORES, 506 E. Church St., Collinsville, Ill. 62234, will sell front roll-sign from St. Louis PCC.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, pix, negs., other railroadiana. (SSE)

H.G. NELSON, 210 W. Clara Ave., Peoria, Ill. 61614, sells steam negs., books, old issues of Railroad Magazine, Trains. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for items FEC or predecessors, other Fla. railroadiana. Buys, trades RPO cancellations.

DAVE NESTLE, R.D. 2 Ray Rd., Greenwich, N.Y. 12834, sells much railroadiana; list 25¢, refundable.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

A setting sun in his face, engineer Walter Dove, who began his career on the New Orleans & North Eastern, handles No. 722, carrying 640 passengers through southern Mississippi. April 4, '71 fantrip was run by Miss. and La. chapters, NRHS.
Allan Nation, 818 Grace Ave., Hattiesburg, Miss. 39401

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy 8x10 pix of PRR P5a 4758.

LARRY OWEN, 302 30 Pl., Hermosa Beach, Calif. 90254, will sell 40' Super-8 movie of 57-yr.-old Goose in Ore. greenery.

AL OXLEY, 2214 Royce Ave., Kalamazoo, Mich. 49001, will sell Extra 2200 South, Midwest RRer, emp. tts., mdl. rr. bks. (SSE)

C.G. PARSONS, Rte. A2, Box 124D, Dunnellen, Fla. 32630, sells 35mm Kodachrome dupl. slides of U.S., foreign steam, diesels, elecs., cabooses, trolleys; sample 35¢.

LARRY PATTON, 911 Dickerson Lane, Blacksburg, Va. 24060, trades size 616 negs. (SSE for sample and wants list.)

H. PHILLIPS, 19902 Arrowhead Ave., Cleveland, Ohio 44119, will sell 4 CCC&SL and NYC tts. 1933-'53, one '56 NYC rulebk., one Ohio RR. Mag. '93, etc. (SSE)

RICH POSTON, 830 N. Stiles St., Linden, N.J. 07036, buys rr. china, esp. eastern rrs.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., rr. playing cards, dater dies; sells Pullman ladders.

F. REEDER, 315 15 St., Charlottesville, Va. 22903, buys rr. bks., esp. on signaling and telegraphy.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, wants trainmen's uniforms, cap badges, B&O and PC emp. tts.; sells RF&P. SOU, W&OD items. (SSE)

BOB REID, Box 179, East McKeesport, Pa. 15035, wants info. on PC frt. operations.

H.A. REMBGES, Box 602, New York, N.Y. 10008, buys or trades tkts., cash fare rcpts., interline paper forms, tkt. envs., etc.

TONY REZNAK, Jr., Box 755, Wilkes-Barre, Pa. 18703, will sell Shaughnessy book "Delaware & Hudson," D&H steam postcards, etc. (SSE)

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts., whistles, locks, switch keys.

MERLE RICE, R. 2, Huntington, Ind. 46750, will buy Beebe's "Fabulous Palace," also "Lincolnland Traction," B&O pre-'55 pix.

ANDY ROMANO, 3 Nightingale St., Edison, N.J. 08817, buys 35mm diesel and elec. slides.

J.B. RUNYON, Box D, Eatontown, N.J., buys pix and diagrams of lanterns, hdlts., sw. lights, markers, signals, etc.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19840, buys 616 size steam negs. of PC, LI, PRSL; sells shortline, misc. steam negs. (SSE)

JOE SAITTA, 2160 Washington St., Merrick, N.Y. 11566, sells 35mm Kodachrome slides of trolleys and trackless trolleys in Mexico City, Tampico, Vera Cruz. (SSE)

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, trades train orders, emp. tts. for emp. tts.; buys Va. railroadiana.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells 3½x5 pix of steam, other railroadiana; list 10¢.

RICKY SEFERIAN, 1075 Grand Concourse, Bronx, N.Y. 10452, sells "Northeast Transit," dupl. slides of trackless trolleys, PCC's, rapid transit cars, MU's. (SSE)

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells rulebooks., bks., tkts., Off. Guides, Conn. trolley tts., tts. of ATSF, SP, CRI&P, GN. Lists 50¢.

L.G. SIMPSON, 26 Valleyview Dr., Dayton, Ohio 45405, buys or trades hardware for bldrs. plates.

CHAMP SMITH, 4705 N. 40th Ave., Omaha, Neb. 68111, will sell Railroad Magazine 8/59 to date, trains 1/51 to date, all mint cond.

KEVIN SMITH, Box 163, Hummels Wharf, Pa. 17831, buys or trades for postcards, other railroadiana.

MARTHA SMITH, Box 327, Nyack, N.Y. 10960, sells rr. postcards, color action Steamtown Notes, Caboose Notes by Fogg; list free.

MICO SPLIT, Vingboonsstraat 47, Hilversum, Holland, sells or trades pix of European trs. Send international postal reply coupon for info.

BOB SWAN, Box 1866, Long Beach, Calif. 90801, will buy Merrill Jay Singers record of "Songs of the Railroads."

LEO STUPUR, Jr., 6048 S. Fairfield Ave., Chicago, Ill. 60629, sells "Cinders and Timbers" and "RR Car Charts."

WALLACE SWANSON, 5729 27th Ave. N.E., Seattle, Wash. 98105, buys NP, GN wall calendars, 1958-'68. Has PRR, NYC calendars, Off. Guides to trade.

TOM SWENSON, Box 1851, Milwaukee, Wis. 53201, sells CNS&M tts., emp. tts., recordings, other railroadiana. (SSE)

H. SZYDLOWSKI, 3942 Euclid Ave., East Chicago, Ind. 46312, buys GATX steam loco pix.

TOM TANCULA, 7749 Windsor Ave., Norridge, Ill. 60656, will sell chair without legs from Chicago Union Station Iron Horse Restaurant.

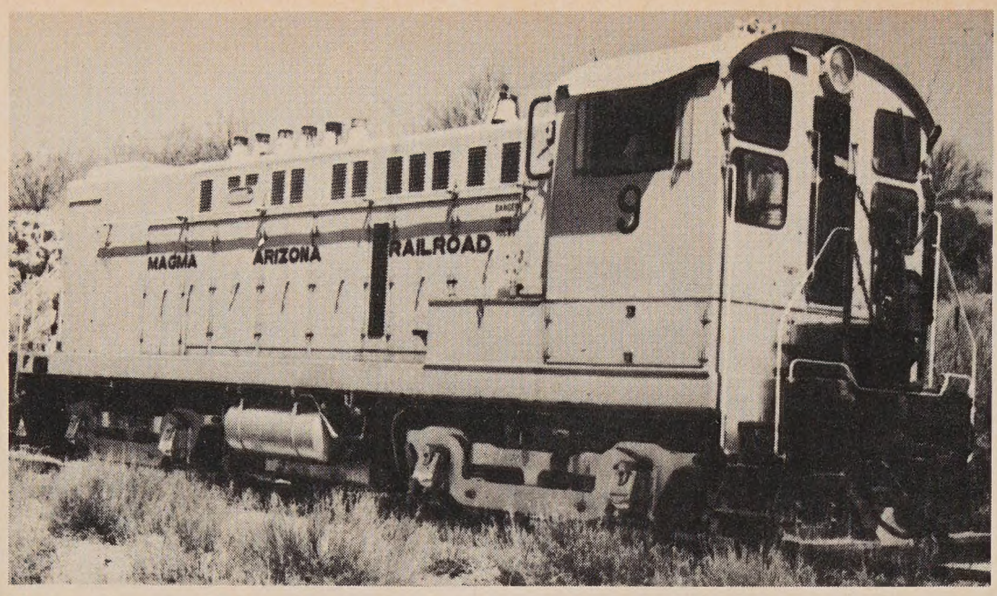
E.O. TEFS, R.D. 2, Fredericktown, Ohio 43019, buys pix, negs. RUT wood frt. cars with "Whippet" slogan, cars with NYC-RUT lettering.

JOE TOTH, 2608 Woodlawn, Ennis, Texas 75119, will sell 36 issues of Railroad Magazine.

ALF TRUMPER, 44 Peary St., Northgate, Brisbane, Queensland, Australia, wants info. and pix of collision between Dixie Flyer and mail train at Terre Haute, Ind. 9/14/44.

FRANK VOLLHARDT Jr., 2675 Mahoning Ave. N.W., Warren, Ohio 44483, buys B&O equip. summaries, pre-1900 loco pix.

ROY WOJAHN, 1012 E. Vanowen Ave., Orange, Calif. 92667, sells 35mm color slides of UP, SP, AT&SF. (SSE)



Magma Arizona Railroad's No. 9 is an S-8, built in 1953 by Baldwin-Lima-Hamilton-Westinghouse. (See Sy Reich's Arizona Short Lines roster on page 46.)
Courtesy of Magma Arizona Railroad

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys anything P&WV or predecessors. Buys marked keys, lanterns; sells P&WV, WSB steam loco diagram bks.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells on approval eastern rr. diesel negs.

D.R. YEAGER, 2770 Arletta St., Toledo, Ohio 43613, will send free copy of Hartford & CW RR stock certificate for SSE.

EVERETT YOUNG, Box 2468, Pikesville, Ky. 41501, buys slides and pix of C&O F7's, Alco's, Baldwin's.

W. YOUNG, 2525 Lonsdale Ave., North Vancouver, B.C., Canada, buys 8 mm movies of trolleys and trackless trolleys.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell one copy ea. of hard-cover books: biog. of Hetty Green (rr. owner), by Lewis, 314 pages, 5½x8¼" (1963), $5: "The Big Sour" (building Central Pacific), 460 pages 6¼x9¼", illust., indexed (1938), $12; "Master Builders of 60 Centuries," by Miller (author of "Fares, Please!"), 315 pages, illust., indexed (1938), $2.50; "RR. to the Sea" (UP), Leonard-Johnson, 277 pages, 5¼x8¼", ill., indexed (1938), $5; all good cond., postpaid.

Model Trading Post

AL CIELUSZAK, 3713 Moyer Rd., North Tonawanda, N.Y. 14120, will buy Walther's "Color Index," good cond. or copy of info. on it.

C. DAVIS, 3663 McCall Blvd., Bremerton, Wash. 98310, will sell Nason Hudson, Pacific, 10-wheeler chassis. Buys Nason Hudson, Consolidation boilers, tenders.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys AF wide-gage store displays.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will sell IMP brass D&RGW 2-6-0, MKT 0-8-0. (SSE)

GENE PRICE, Box 278, Erwin, Tenn. 37650, will sell HO gage layout or trade for Clinchfield railroadiana.

J.D. PRUDEN, 216 S. West St., Alexandria, Ind. 46001, will sell 12"-ga. Wagner steam loco, tender, 4 coaches blt. '57. (SSE)

TERRY SORENSON, 2414 N. Oakland Ave., Milwaukee, Wis. 53211, sells LaBelle O; Suydam and Walthers HO gage CNS&M coaches built or in kit form.

DICK YOUNG, 127 Old Turnpike Rd., Concord, N.H. 03301, buys new or used American, Auburn, Kusan, Kris O-gage tinplate frt. cars; send list. ●

Coming Events

Sept. 11: Penn Central fantrip in Boston area, via Mansfield, Framingham, Lowell, Fitchburg, Walpole, Milford. Details from Trip Committee, New England Div., Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Sept. 11: Clinchfield RR. steam fantrip using 4-6-0 No. 1, Erwin, Tenn., to Spruce Pine. N.C., photo stops. Lv. Erwin 8:30 a.m. Fare, $25, capacity 75. Contact Doug Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Sept. 11: Fantrip on Minneapolis, Northfield & Southern sponsored by Minnesota Railfans' Assn. Diesel loco, coaches, obs. car. Fall Festival at Northfield. Write Peter Johnson, 2635 Girard Ave. N., Minneapolis, Minn. 55411.

Sept. 12: Prom. Chap. NRHS sponsors SLG&W fantrip to Saltair; lv. Salt Lake City, 21st W. and 4th N. at 1 p.m.; fare, $1; kids, 50c. Contact R.H. Burn, 2245 Jefferson Ave., 22, Ogden, Utah 34401.

Oct. 2: Montreal to White River Jct., Vt., 372-mile round trip over Central Vermont; lv. Montreal, 7:15 a.m., return 8:15 p.m.; incl. coaches, snack bar service. Fare, $16. Details from Canadian RR. Historical Assn., P.O. Box 22, Station B, Montreal 101, Quebec, Canada.

Oct. 2: Southern Ry. steam doubleheader, Alexandria to Strasburg Jct., Va., to mark 20th anniversary of Washington Chapter. NRHS. Fare, $15; kids $10. Write SSS, Box 487, Ben Franklin Sta., Washington. D.C. 20044.

Oct. 3: Steam doubleheader, Alexandria to Front Royal, Va., sponsored by Potomac Chapter, NRHS, operated via Southern Ry.; refreshments, picture stops. Fare, $15; kids $10. Contact SSS, Box 487, Ben Franklin Sta., Washington, D.C. 20044.

Oct. 3: Subway-surface trolley fantrip in Phila., covering routes 10-11-13-34-36. Lv. 10:15 a.m. from 49th St. & Chester Ave. Fare, $6.50. Contact Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, Pa. 19101.

Oct. 3: Fantrip on Shaker Heights Rapid Transit, using 57-year-old car No. 12. Lv. Cleveland Union Term'l 11:15 a.m. for 6-hr trip. Fare, $5.25; kids, $3.75. Write Robt. Linsey, 3604 Atherstone Rd., Cleveland Heights, Ohio 44121. Tel. (216) 382-7915.

Oct. 3: Fantrip over 300 miles of Grand Trunk in Maine, N.H., Vt., sponsored by "470" Railroad Club., Diesel locos, open-door baggage car, air-cond. coaches, photo stops, run-bys. Lv. India St., Portland, 8 a.m. Fare, $13.50; kids, $7. Contact Phillips Prince, 73 Skylark Rd., Portland, Me.

Oct. 3-7: American Transit Assn. annual meeting, Statler-Hilton Hotel, Dallas, Texas.

Oct. 5-7: Communication and Signal Section. AAR, and Railway Signal and Communication Suppliers' Assn., Americana Hotel, Bal Harbour, Fla.

Oct. 13-15: Assn. of Railroad Editors meet in Sir Francis Drake Hotel, San Francisco, Calif.

Oct. 16: National Assn. of Timetable Collectors in YMCA room, Penn Station, New York City, noon. Buy, sell, swap timetables.

Oct. 16, 17: Autumn Leaves Cannonball: two one-day round trips on Clinchfield from Marion, N.C., to Erwin, Tenn., sponsored by Asheville Civitan Club. Lv. Marion 9:30 a.m. each day. Fare $11; kids $8. Box lunch, $2 extra. Contact Carl Loftin, P.O. Box 7146. Asheville, N.C.

Oct. 16-Nov. 7: Railroad tour of Spain, Portugal, and France. Write Pacific Coast Chapter, R&LHS, c/o Don Thrall, 610 Arlington, Berkeley, Calif. 94707.

Oct. 23, 24: One-day round trips on Clinchfield from Sparatanburg, S.C.. to Erwin, Tenn., using 4-6-0 steam loco No. 1, open-window coaches, lounge car. Sponsored by Augusta Chapter, NRHS. Fare. $15.95 incl. lunch. Info. from Cannonball Rail Excursions, Box 1443, Augusta, Ga. 30903.

Oct. 30-31: Two one-day round trips on Clinchfield to Erwin. Lv. Spartanburg 8:30 a.m. each day. Fare $16; kids, $8; incl. box lunch. Write Sertoma Club of Spartanburg, P.O. Box 752, Spartanburg, S.C. 29301.

Nov. 6-14: Steam tour on Guatemala railroads via chartered steam trains on Fegua (Ferrocarriles de Guatemala). Fare, $375 from Mexico City to Guatemala City; $525 roundtrip from New Orleans; incl. Pullman space, hotels, meals, tips. Places visited: Escuintla, Tecun Uman, Zacapa, (See article on Guatemala steam by Gary G. Allen in July '71 issue.) Details on trip from Central American Rail Tours, 604 W. Main St., Apt. 12, Houston, Texas 77006. ●

Pen Pals Wanted

Bob Lindsay (26), 861 Warwick Drive, Burlington, Ont., Canada.

Allan T. Spencer (33), 1602 Lakeview Ave., Lorain, Ohio 44053, wants to hear from other railfans, esp. those interested in travel and photography.

Mrs. Beulah M. Powell, Box 23, Sturgis, Ky. 42459, wishes to hear from relatives of Alexander Trent, who lived in New Salem Ill., 1833-48.

Luz Belarmino (18) 170 G. Adelfa St., Capitol Site, Cebu City, Philippines.

Cecil Pierce (43), Rte. 2, Charlestown, Ind. 47111.

John H. Combs, P.O. Box 1864, Atlanta, Ga. 30301.

Barbara Buchek (16), 9036 Consul Ave., St. Louis, Mo. 63123.

Sherry Gale (13), 1607 E. Burlington, North Platte, Neb. 69101.

Odonia Sevilla (32), 54 Borromeo St., Cebu City, Philippines.

Jane Deorest (14), 119 Glen Ave., Scotia, N.Y. 12302.

Pas Romeo (20) and Marcosa Romasanta (25), both 169-A Sikatuna St., Cebu City, Philippines.

Rosemary Cunningham (45), Rte. 2, Box 53, French Creek, W. Va. 26218.

Vickie Magno Labus, 2391 E. Pond St., Cebu City, Phillippines.

Jane Smith (69), 1822 S. Webster St., Kokomo, Ind. 46901.

Bill Vandall (15), Box 37, Sandstone, W. Va. 25985.

Coring Lapiral and Betty Mercado. both c/o Phil Drug House, 137-39 Magallanes St., Cebu City, Philippines.

Judy Small (16), 1609 E. Burlington, North Platte, Neb. 69101.

Tita Castillejo (28) and Lourdes Arat (17), both 1005-G Ipil-Ipil St., Basak Mambaling, Cebu City, Philippines.

Carlyle Davis, 558 Tinker St., 3-s, Warrenville, Ill, needs cheer-up letters and cards. ●

Additional Roster Data

New info. for our Burlington Northern roster (Sept. 71) comes from Dundee Cement Co. Note 5 should be: 76 sold to Dundee Cement (9/24/70), where it has no number.

George A. Silcott sends additional info. for our Alabama Short Lines roster (July '71). Note 6 should be: ASAB 1001 sold to Precision Engineering, then to Silcott, then to Becker County Sand & Gravel, renumbered 33 (7/5/69). ASAB 1002 was traded to GM-EMD for ASAB 506 (6/66); scrapped.

Note 10 should be: BS 21-24 were originally Lake Terminal 1009, 1010, 1012-1013, then BS 21-24 (1962). BS 21, 24 sold to American Cast Iron Pipe, renumbered 102, 104 (2/69). BS 22-23 sold to Birmingham Rail & Locomotive (11/67), then to Arkansas Cement Co., renumbered 22. BS 23 was then sold to Silcott, then to Marinette, Tomahawk & Western, renumbered 23 (1/68).

Note 24 should be: MGU 98 was originally New York Central 508, then NYC X508, then Despatch Shops 2, then sold to Silcott and Garrett RR. Car jointly, then sold to MGU, renumbered 98.

Tom Lawson, Jr., sends info. to revise notes 10, 13, 33 and 25 of this roster. Note 13 should be: BS 84 (2nd) was rebuilt from parts of scrapped Federal Barge Lines 51 and BS 84 (1st). It was sold to Birmingham Rail & Locomotive (8/61), then to Alabama Asphaltic Limestone, then to Southern Stone Co.

Add note 33: S&C 100 originally belonged to Springfield Suburban RR. Add note 32: M&B 104 was originally NYC 6067, then Penn Central 7467, then Precision Engineering 7467, then M&B 104. Note 25 should be: TASD 371-372 were BS 83, 86, then Montpelier Stone Co. 83, 86, then TASD 371-372.

Other data for this roster comes from Andris Kristopans. He says SLSF 102, 107, 110, 103-105, 108 were traded to GM-EMD. A&WP 571-572 sold to Georgia RR., renumbered 1019-1020. A&WP 677 sold to Jacksonville Port Authority, renumbered 102. FBL HH900 51 (mentioned in note 13) was formerly Inland Waterways 51, and before that was Warrior River Terminal 51. A&WP 552, 554 were traded to GM-EMD. BS 153 was originally Inland Waterways 60, then FBL 60, then BS 153. TA&G 80 was originally numbered 1. ●

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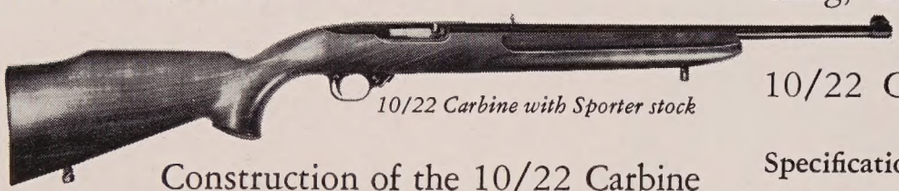

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